

C 385.1  
W 78s  
1858

PROCEEDINGS  
OF THE  
STOCKHOLDERS  
OF THE  
Wilmington & Weldon R. R. Co.,  
AT THEIR  
TWENTY-THIRD ANNUAL MEETING,  
HELD AT  
WILMINGTON, NORTH CAROLINA,  
NOVEMBER 11TH 1858;  
WITH THE  
REPORTS OF THE PRESIDENT AND DIRECTORS,  
AND THE  
ENGINEER AND SUPERINTENDENT.

WILMINGTON, N. C.:  
FULTON & PRICE, STEAM PRINTERS.  
1858.



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WILMINGTON, N. C.

WILMINGTON & BALTIMORE R.R. CO.

1858



# OFFICERS FOR 1858-'9.

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## ADMINISTRATIVE OFFICERS.

### PRESIDENT:

Hon. WM. S. ASHE.

### BOARD OF DIRECTORS ON THE PART OF INDIVIDUAL STOCKHOLDERS:

P. K. DICKINSON,  
A. J. DEROSSETT, Jr.,  
J. D. BELLAMY,

E. P. HALL, GILBERT POTTER, W. C. BETTENCOURT,	W. W. PEIRCE.
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### ON THE PART OF THE STATE:

L. H. B. WHITAKER,      WM. A. WRIGHT,      W. K. LANE.

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JAMES S. GREEN, *Secretary and Treasurer.*

S. D. WALLACE, *Assistant Sec'y & Gen'l Ticket Agent.*

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### EXECUTIVE OFFICERS:

S. L. FREMONT, *Engineer and Superintendent.*

JAS. G. GREEN, *Depot Agent and Yard Master.*

J. W. THOMPSON, *Gen'l Freight & Transportation Agent.*

FRANCIS McMILLAN, *Master Machinist.*

JOHN CRONE, *Road Master.*

14393



## LIST OF STOCKHOLDERS.

NAMES.	RESIDENCE.	NO. OF SHARES.
Alex. Anderson, Est., A. Lazarus Administrator,..	Wilmington,	1
Alex. Anderson, Est.,.....	"	50
Sophia Andres,.....	Westbrook's,	12
Anderson & Goodrich,.....	Norfolk, Va.,	2
Mary Andres,.....	Westbrook's,	8
T. J. Armstrong,.....	Wilmington,	30
Mary Allen,.....	"	3
John Arrington,.....	Nashville,	10
Anny L. Ashe,.....	Chapel Hill,	22
Henry Aaron,.....	Halifax,	1
Eugenia Albia,.....	Hillsboro',	8
Wm. S. Ashe,.....	Wilmington,	20
R. H. Austin,.....	"	2
Christian Eels, Jas. A. Brad- ley, Trustee,.....	Wilmington,	5
Lucy A. Jewett, C. W. Brad- ley, Trustee,.....	"	40
C. W. Bradley,.....	"	5
Richard Bradley,.....	Savannah, Geo.,	33
Eliza C. Bradley,.....	Wilmington,	1
Willie Bradley,.....	Tawboro',	8
W. W. Brickell,.....	Halifax,	4
S. W. Branch,.....	"	2
W. S. Baker,.....	Tawboro',	24
David G. Baker, W. S. Ba- ker, Trustee,.....	"	1
Dan'l B. Baker,.....	Wilmington,	23
Polly Pitt, W. S. Baker, Trust.	"	2
John E. Baker,.....	"	2
Jesse Baker, Wm. S. Baker, Trustee,.....	"	2
Eloney Baker,.....	"	5
Robt. W. Brown, Est.,.....	"	10
John P. Brown,.....	New York,	23
Mary Ann Brown,.....	Littleton Dep., R. & G. R. R.	1
Margaret Brown,.....	Wilmington,	8
H. F. Bond,.....	Raleigh,	5
James Bond,.....	"	5
Hugh B. Bryant,.....	Tawboro',	2
Nancy Bryant,.....	"	2



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
P. A. E. Bryant, .....	Tawboro',	2
Joseph Bryant, .....	"	3
Elias Bryan, .....	Pittsboro',	20
John D. Bellamy, .....	Wilmington,	52
John T. Bellamy, .....	Halifax County,	18
Daniel Bowden, .....	Bowden's,	1
B. Blossom & Son, .....	Wilmington,	10
Wm. H. Beatty, .....	Fayetteville,	10
Jas. W. Batchelor, .....	Enfield,	1
L. W. Batchelor, .....	"	3
Robt. Bridges, .....	Tawboro',	2
Jas. J. Biggs, .....	Raleigh,	5
Wm. S. Battle, .....	Rocky Mount.	40
William H. Battle, .....	Chapel Hill,	28
Mary P. Battle, .....	"	5
Mary E. Battle, .....	Rocky Mount,	35
Martha A. Battle, .....	Raleigh,	34
Penelope B. Battle, .....	Rocky Mount,	35
Margaret Batts, .....	Joyner's,	1
Thomas G. Broughton, ....	Norfolk, Va.,	1
Caleb Bonsal, .....	" "	5
A. Braswell, .....	Rocky Mount,	5
William T. Braswell, ....	"	5
Maria A. Borden, .....	Goldsboro',	5
John E. Becton, .....	"	2 $\frac{1}{2}$
William C. Bettencourt, ....	Wilmington,	21
David Barlow, .....	Tawboro',	10
Jacob S. Barnes, .....	"	2
William Barnes, Jr., .....	"	3
Burket Barnes, .....	"	1
Edwin Barnes, .....	"	2
Joshua K. Bullock, .....	"	5
D. W. Bullock, .....	"	10
C. W. Bizzell, .....	Everittsville,	1
E. C. Boddie, .....	Nashville,	5
A. Bilisoly, .....	Portsmouth, Va.,	3
Henry Buff, .....	Norfolk, "	1
Thomas A. Bain, .....	Portsmouth, "	1
H. C. Bell, .....	" "	1
Overton Bernard, .....	" "	1
George Blow, .....	" "	12
Joseph Bourke, .....	Norfolk,	1



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES
John Barfield, Est.,.....	Goldsboro',	5
Turner Bynum,.....	Wilson,	10
Nathan Brogden,.....	Goldsboro',	3
John Beaven,.....	Enfield,	5
Samuel A. Baker, Est.,.....	Wilmington,	5
Joseph A. Bilisoly,.....	Portsmouth, Va.,	3
Julia A. Bunting,.....		2
Turner W. Battle,.....	Rocky Mount,	40
M. C. Coffield,.....	Halifax,	1
S. W. Coffield, .....	"	1
M. K. Crawford,.....	Goldsboro',	3
J. C. Crawford, Jr.,.....	"	4
Ann E. Crawford,.....	"	4
Silas Cox, . . . . .	"	1
Sanders Cox,.....	"	2
Micajah Cox,.....	"	10
Calvin L. Cole,.....		10
A. S. Cotten,.....		1
Ann J. Cummings,.....	Westbrooks, Bladen Co.,	8
W. J. Cromartie,.....	Gravelly Hill,	7
Wm. K. Cromartie,.....	"	3
Luther Cromartie,.....	"	10
Ann Cromartie,.....	"	4
Peter Cromartie,.....	"	20
Thomas Cowan,.....	Wilmington,	20
Thomas M. Crowell,.....	Halifax,	5
John W. Cotten,.....	Tawboro',	5
Cocke & Bro.,.....	Portsmouth, Va.,	1
Charles L. Cocke,.....	" "	1
John Cocke,.....	" "	4
Cocke & Hatton,.....	" "	1
Mary Cruse,.....	Wilmington,	11
H. T. Clarke,.....	Tawboro',	24
Mordecai Cooke, . . . . .	Norfolk, Va.,	2
Esther Coxeter,.....	Wilmington,	3
James Cassidey,.....	"	105
Lott Croom,.....	South Washington,	5
Wm. Carraway, Guardian,..	Dudley's Depot,	2
William Carraway,.....	" "	10
R. H. Chamberlaine,.....	Norfolk, Va.,	5
James Carr, . . . . .	Kenansville,	5
L. R. Cherry,.....	Enfield,	10

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
William Crook,.....	Wilmington,	10
G. W. Collier,.....	Goldsboro',	10
William D. Cobb,.....	"	30
John Coley,.....	Unknown,	3
William S. Camp,.....	"	2
L. M. Conyers,.....	"	2
Blount Cooper,.....	"	1
Edw. B. Dudley, Est.,.....	Wilmington,	17
Jane A. Dudley,.....	"	83
C. H. Dudley,.....	"	45
P. K. Dickinson,.....	"	100
A. J. DeRosset,.....	"	25
A. J. DeRosset, Jr.,.....	"	98
John H. Daniel,.....	Halifax,	1
Zylpha Daniel,.....	"	1
Wm. A. Daniel, Guardian,	"	10
Wm. A. Daniel, Guardian		
Jas. J. Daniel,.....	"	10
Wm. A. Daniel, Guardian		
Sallie Daniel,.....	"	10
John S. Dancy,.....	Tawboro',	2
John C. Devane,....	Harrell's Store,	5
William T. Dortch,.....	Goldsboro',	25
Thomas C. Dixon,.....	Norfolk, Va.,	1
William F. Dancy,.....	Goldsboro',	5
Richmond Dozier,.....	Tawboro',	5
R. B. Drane,.....	Wilmington,	25
R. Daughtry,.....	Rocky Mount,	3
Margaret W. Davis,.....	Halifax,	5
DePeyster & Goodhue, Gdn's	New York,	15
DePeyster & Goodhue, Trus-		
tees,.....	"	96
DeRosset & Brown,.....	Wilmington,	16
Justice G. Daniel,.....	Halifax,	1
John Dawson,.....	Wilmington,	6
W. W. Daniel, Jr.,.....	Unknown,	2
Robert Edens, Est.,.....	Wilmington,	20
Sarah Edens,.....	"	5
C. D. Ellis,.....	"	25
Jno. G. Elliott,.....	Faison's,	3
John Everett,.....	Goldsboro',	20
James Ellinor,.....	Rocky Mount,	2



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES
Arthur Emmerson, Adm'r.		
A. Emmerson, deceased, ..	Portsmouth, Va.,	5
Benjamin Edmunds, .....	Enfield,	10
Bond English, .....	Wilmington,	10
William E. Eure, .....	Halifax,	4
William B. Edmondson, ....	Goldsboro',	5
Edmondson & Borden, .....	"	4
William T. Ellinor, .....	Rocky Mount,	2
Arthur Emmerson, .....	Portsmouth, Va.,	2
George R. French, .....	Wilmington,	30
Daniel Fergus, .....	"	12
Samuel Frink, .....	"	35
Lorenzo Frink, .....	"	13
Samuel F. Frink, .....	"	10
Owen Fennel, .....	Harrell's Store,	5
John M. Fennell, .....	" "	4
D. K. Futch, .....	Wilmington,	20
Ferguson & Milhado, .....	Norfolk, Va.,	2
Michael Ferral, .....	Halifax,	118
Elias Faison, .....	Faison's,	30
M. J. Faison, Trustee M. A.		
Dougald, .....	Clinton,	4
M. J. Faison, Trustee E. L.		
Faison, .....	"	3
F. J. Faison, .....	Warsaw,	3
Abner M. Faison, .....	"	3
William A. Faison, .....	"	3
Matthew J. Faison, .....	Clinton,	4
Wm. A. Faison, Guard. S. E.,		
Wm. J. and Ann M. O.		
Rhodes, .....	Warsaw,	4
Walter Farmer, .....	Wilson,	1
Moses Farmer, .....	"	1
Samuel B. Farmer, .....	"	1
Gerusha Farmer, .....	"	1
L. D. Farmer, .....	"	1
Joseph H. Flanner, .....	Wilmington,	5
Bennett Flanner, .....	"	20
O. L. Fillyaw, .....	"	12
Benjamin H. Field, .....	New York,	20
S. L. Fremont, .....	Wilmington,	20
B. C. Gillett, Est., .....	"	5

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Samuel P. Gause,.....	Wilmington,	7
John R. Gary,.....	Weldon,	1
George G. Gary,.....	"	1
George W. Gary,.....	"	3
R. B. Gary,.....	"	1
Joseph M. Gillespie,.....	Kenansville,	2
John B. Griswold,.....	Goldsboro',	3
William B. Giles,.....	Savannah, Ga.,	17
Walter Gwynn,.....	Columbia, S. C.,	35
John Greer,.....	Kenansville,	1
J. D. Gardner,.....	Wilmington,	5
David Godwin, Est.,.....	Smithville,	15
Susan H. Green,.....	Goldsboro',	2
R. J. Gregory,.....	"	3
Elisha Gamage,.....	Norfolk, Va.,	5
Chauncey W. Graham,....	Kenansville,	4
Edward P. Hall,.....	Wilmington,	180
Eli W. Hall, .....	"	5
Willis Hall, Est.,.....	"	160
William Hunter, Guardian,	Halifax,	18
William Hunter,.....	"	19
Benjamin Hunter,.....	"	32
Thomas C. Hunter,.....	"	13
Henry Hunter,.....	"	1
Hodges & Baker,.....	Norfolk, Va.,	6
Joel Hines,.....	Marlboro',	1
B. L. Hoskins, . . . . .	Battleboro',	5
Theo. Huggins, Est.,.....	Wilmington,	5
M. P. Harriss,.....	"	12
William W. Harriss,.....	"	10
George Harriss,.....	"	3
A. C. Harriss,.....	Enfield,	2
Richard J. Harriss,.....	"	14
H. H. Hardy, Guardian Wil-		
lie R. Hill,.....	Unknown,	12
Lewis Haile,.....	Halifax County,	2
N. M. Hill,.....	Wilmington,	25
F. J. Hill,.....	"	30
William L. Hill,.....	Warsaw,	30
C. D. Hill,.....	"	10
William E. Hill,.....	"	10
Sarah J. Hill,.....		5



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Josh. L. Horner,.....	Halifax,	1
Jos. R. Hatch,.....	Goldsboro',	2
Margaret J. Halliday,.....	Halifax,	23
Hardy & Bros.,.....	Norfolk, Va.,	10
Henry H. Hodges,.....	Faison's,	1
Hathaway & Peckham,.....	Wilmington,	5
Britton Hood,.....	Goldsboro',	3
Catharine Hood,.....	"	4
John R. Hood,.....	"	3
Eliza Holloman,.....	"	3
F. H. Hooks, .....	"	4 $\frac{1}{2}$
John J. Hooks,.....	"	4
N. T. Harriss,.....	Westbrooks, Bladen Co.,	3
Richard Hines, Est.,.....	Raleigh,	10
Jane F. Haywood,.....	"	21
J. & J. L. Hathaway & Co.,	Wilmington,	35
Spencer L. Hart,.....	Tawboro',	3
Benjamin J. Hart,.....	"	3
Almon Hart,.....	"	3
William L. Hart,.....	"	3
Ellen Hart,.....	"	2
Ann Maria Hooks,.....		6
William M. Hansley,.....	Wilmington,	1
Thomas Hollowell,.....	Goldsboro',	5
T. T. Hollowell,.....	"	1
Julia A. Hooker,.....	Hillsboro',	8
O. Hooker,.....	"	9
Roscoe Hooker,.....	Louisburg,	8
John B. Hussey,.....	Kenansville,	10
James H. Hicks,.....	Faison's,	30
Hyatt, McBurney & Co.,....	Charleston, S. C.,	10
Benjamin Hurdle,.....	Smithfield,	2
David C. Howard,.....	Tawboro',	1
Albert R. Hicks,.....	Faison's,	10
Eliza R. Hill,.....	Wilmington,	8
F. J. Hill, Jr.,.....	"	14
Richard B. Hill,.....	"	13
Wm. Hill, Guardian Thomas Hill,.....	Ringwood,	18
Wm. Hill, Guardian Eliza Hill,.....	"	12
Wm. Hill,.....	"	14

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Henry N. Howard,.....		5
James W. Johnston,.....	Tawboro',	1
James H. Johnston,.....	Norfolk, Va.,	5
Benj. Johnston,.....	Ringwood,	9
Isaac James,.....	"	1
Willie W. Jones,.....		1
Maria Jones,.....	Littleton Depot,	5
Frances Jones,.....		9
Alfred Joyner,.....	Wilmington,	1
Moses Joyner,.....	Tawboro',	2
Wm. D. Joyner,.....	Wilmington,	10
Joab Jenkins,.....	Tawboro',	1
Samuel P. Jenkins,.....	"	5
Charles H. Jenkins,.....	"	1
James F. Jenkins,.....	"	6
Richard B. Jewett,.....		1
R. W. Johnston, Estate,...	Wilmington,	40
Henry Joyner,.....		1
James Kerr,.....	Harrell's Store,	5
Benj. F. Knight,.....	Tawboro',	5
Jesse C. Knight,.....	"	5
Thomas Kennedy,.....	Goldsboro',	15
C. W. Killebrew,.....	Tawboro',	1
G. W. Killebrew,.....	"	1
William T. Kirby,.....	Clinton,	9
E. V. Kelley,.....	Wilmington,	3
Daniel Kornegay,.....	Goldsboro',	15
John Kennedy,.....	"	10
Coffield King,.....	Tawboro',	5
Thomas J. Kinnear,.....	Kenansville,	2
Ladies Benevolent Society...	Wilmington,	12
Ellen Lazarus,.....	Raleigh,	32
Aaron M. Lamb,.....		5
Julia Lazarus,.. ..	"	39
Maria C. Lazarus,... ..	Charleston, S. C.	32
R. A. Lazarus,.....		32
Gershon Lazarus,.....	" "	32
Levin Lane,.....	Wilmington,	49
William K. Lane,.....	Goldsboro',	49
Joshua L. Lyon,.....	Enfield,	6
John J. Lane,.....	Tawboro',	1
Matthew Lawton,.....	Wilmington,	10



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Joseph Lawton,.....	Wilmington,	5
William C. Lord,.....		10
Haynes Lord,.....	New York,	1
Edward Love,.....	Florida,	10
Lucy S. Lewis,.....	Tawboro',	1
John W. Lewis,.....	"	10
Josiah Lawrence,.....	"	3
Z. Latimer,.....	Wilmington,	45
W. W. Lamb,.....	Tawboro',	2
M. London,.....	Wilmington,	1
John D. Love,.....	"	2
Samuel Langdon,.....	Smithville,	1
K. H. Lewis,.....	Tawboro',	35
Thomas D. Lawrence,.....	"	4
James H. Lawrence,.....	"	1
N. M. Long,.....	Weldon,	1
John A. Green, Est.,.....		8
F. S. Marshal,.....		1
C. B. Miller,.....	Wilmington,	54
J. S. Murphy,.....	"	21
Patrick Murphy,.....	Taylor's Bridge,	40
Catharine G. Meares, Ex'x,	Wilmington,	65
Gaston Meares,.....	New York,	5
William B. Meares,.....	Wilmington,	5
Alexander McIver, Est,....	Carthage,	10
Charles W. Murphy,.....	Moore's Creek,	2
Hanson F. Murphy,.....	Teachey's,	4
John H. Murphy,.....	Long Creek,	2
Arthur Morgan,.....		25
John B. Mercer,.....	Tawboro',	1
Evander McIver,.....	Carthage,	15
Colin McRae,.....	Rockfish, Cumberland co.	5
Donald McRae,....	Wilmington,	7
John C. McRae,.....	"	13
Archibald McRae,.....	"	22
Alexander McRae,.....	"	45
Henry McRae,.....	"	1
John McRae,.....	"	90
Caroline McRae,.....	"	10
Robert M. McRacken,....	Whiteville,	40
Henry Martindale,.....	Wilmington,	10
B. F. Moore,.....	Raleigh,	40

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Ellen T. Moore,.....	Raleigh,	1
A. L. Moore,.....	Moore's Creek,	1
James P. Moore,.....	" "	7
George J. Moore,.....	" "	1
Joseph Marble,.....	Wilmington,	10
John R. Manly,.....	Raleigh,	1
Myer Myers,.....	Norfolk, Va.,	5
Barbara McKinnie,.....	Goldsboro',	5
A. B. McCaleb,.....	" "	4
P. McDowell,.....	Elizabethtown,	10
T. D. McDowell,.....	" "	10
John A. McDowell,.....	" "	5
Thomas N. Mercer,.....	Tawboro',	1
John Mercer,.....	" "	10
William F. Mercer,.....	" "	1
D. V. Mercer,.....	" "	1
John McMillan, Jr.,.....	Elizabethtown,	10
Jemima Middleton,.....	Warsaw,	2
R. M. Middleton,.....	Kenansville,	2
David McDaniel,.....	Rocky Mount,	1
Thomas Mayo,.....	Tawboro',	5
Thomas L. Maner,.....	Battleboro',	5
N. H. Murphy,.....	Moore's Creek,	3
M. C. Nixon,.....	Wilmington,	20
N. N. Nixon,.....	" "	60
Henry Nutt,.....	" "	50
Isaac Northrop,.....	" "	20
Elijah K. Neville,.....	Halifax,	1
John Norfleet,.....	Tawboro',	1
Robert Norfleet,.....	" "	10
Charles E. Neale,.....	" "	2
Jesse P. Neville,.....	" "	6
James Owen,.....	Wilmington,	10
J. C. Oates,.....	Warsaw,	1
Thomas Ousby,.....	Halifax,	6
William C. Ousby,.....	" "	1
James L. Ousby,.....	" "	1
Willie M. Person,.....	" "	5
Henry Pope,.....	Goldsboro',	2
Rosa Pope,.....	" "	2
K. C. Pope,.....	Rocky Mount,	1
Elijah Pope,.....	" "	2



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
George P. Pope,.....	Rocky Mount,	2
Bennett P. Pitt,.....	Tawboro',	1
Joab P. Pitt,.....	"	16
William Pitt,.....	"	1
Moses Pitt,.....	"	1
John W. Pitt,.....	"	1
John Proctor,.....	"	1
Thomas R. Purnell, Estate,.	Wilmington,	20
E. A. Purnell,.....	"	40
M. T. Ponton,.....	Weldon,	3
Gilbert Potter,.....	Wilmington,	604
Rosa Ann Pittman,.....	Apalachicola, Fla.,	25
O. P. Pittman,.....	Tawboro',	4
B. T. Pittman,.....	"	4
Mary A. S. Pittman,.....	"	4
R. G. Pittman,.....	"	5
W. D. Pittman,.....	"	4
M. B. Pittman,.....	"	4
John B. Prentice,.....	Wilmington,	6
Joseph J. W. Powell,.....	Tawboro',	80
Isaac Powell,.....	Whiteville,	20
Jesse Powell,.....	Tarboro',	3
Eaton P. Powell,.....	"	2
James P. Porter,.....	"	2
Mary Pender,.....	"	1
Margaret Pender,.....	"	1
George W. Powell,.....	"	1
Roderick Pullen,.....	"	3
Joseph J. B. Pender,.....	Tawboro',	2
William D. Pettway,.....	"	5
Mark K. Pettway,.....	"	5
Joseph J. Philips,.....	"	20
Jere Pearsall, Guardian,...	Kenansville,	4
Hosea Pickett, Estate,.....	"	5
Lawrence Peacock,.....	Wilmington,	2
R. B. Peirce,.....	Halifax,	1
W. W. Peirce,.....	Wilmington,	23
O. G. Parsley,.....	"	70
W. W. Parker,.....	Rocky Mount,	3
Catharine Robinson,.....	"	10
Purdie Richardson,.....	Wadesboro',	5
Henry B. Reardon,.....	Norfolk, Va.,	2

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
T. R. Reardon,.....	Norfolk, Va.,	1
William D. Roberts,.....	"	1
James M. Redmond,.....	Tawboro',	20
Robert Ricks,.....	"	5
Elias F. Shaw,.....		3
Marsden J. Smith,.....	Norfolk, Va.,	12
Moses Smith,.....	Scotland Neck,	5
Peter Smith,.....	Wilmington,	5
Sophia L. Smith,.....	Fayetteville,	5
Samuel Smith,.....	Goldsboro',	10
Sylvester Smith,.....	Raleigh,	5
A. L. Smith,.....	Tawboro',	5
Etheldred Smith,.....	Goldsboro',	2
D. D. Sloan,.....	Kenansville,	4
David Sloan,.....	Magnolia,	5
Abner Speight,.....	Speight's Bridge,	5
John F. Speight,.....	" "	2
H. R. Savage,.....	Wilmington,	10
H. R. Savage, Trustee,.....	"	100
David Southerland,.....	Kenansville,	5
N. Sandlin,.....	"	10
Isaac Sessums,.....	Tawboro',	10
John Swann,.....	Wilmington,	60
Richard Sanders, Estate,....	"	13
Jordan Strickland,.....		1
Robert Soutter & Son,.....	Norfolk, Va.,	10
John J. Sharpe,.....	Joyner's Depot,	1
William G. Sharpe,.....	" "	1
Eliza St. George,.....	Wilmington,	2
Alfred W. Simmons,.....	Halifax,	1
Baker Staton,.....	Tawboro',	25
Margaret Sugg,.....	"	2
Redding S. Sugg,.....	"	1
Pheasonton S. Sugg,.....	"	1
Josiah P. Sugg,.....	"	1
Lucy Sugg,.....	"	1
Eliza Sugg,.....	"	1
William Sugg,.....	"	1
Peter C. F. Sugg,.....	"	1
Annie S. Sugg,.....	"	1
State of North Carolina, D.		
W. Courts, Treasurer,...	Raleigh,	4,000



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Richard H. Smith,.....	Unknown,	5
John E. Tunis,.....	Norfolk, Va.,	5
Robert E. Troy,.....	Lumberton,	4
Nicholas Tally,.....	Columbia, S. C.,	9
Samuel O. Tally,..	" "	5
Wm. H. Tally,.....	" "	4
Lewis H. Taws,.....	Philadelphia, Pa.,	2
John A. Taylor,.....	Wilmington,	6
Tazewell Taylor,.....	Norfolk, Va.,	5
John Talbot,.....	" "	1
Thomas Tillery,.....	Halifax,	5
John J. Tharpe,.....	Tawboro',	5
Elijah Taylor,.....	Jacksonville,	5
Zadock Thomson,.....	Goldsboro',	1
Wm. Thompson, Trustée, F. & A. S. Thomson,.....	"	5
Drury Thompson,.....	"	32
Henry A. Taylor,.....	"	1
Benjamin R. Taylor,.....	"	1
Josiah J. Vick,.....	Rocky Mount,	1
Margaret Vick,.....	"	1
J. Vick,.....	"	1
A. A. Wanet,.....	Wilmington,	20
Wilmington & Manchester R. R. Co.,.....	"	2,050
L. H. B. Whitaker,.....	Enfield,	104
M. T. Whitaker,.....	"	1
L. H. Whitaker, .....	"	2
B. F. Whitaker,.....	"	5
James H. Whitaker,.....	"	2
William Whitaker,.....	"	2
John Wright,.....	Goldsboro',	8
Rachel Wright,.....	Wilmington,	71½
Wm. Wright,.....	"	21½
Thomas H. Wright,.....	"	106
William A. Wright,.....	"	65
Joshua G. Wright,.....	"	35
John C. Washington,...	Kinston,	119½
John N. Washington,.....	Newbern,	60
Washington & Wright, Jr.,		5
Richard Washington,.....	Goldsboro',	120
John Wooster,.....	Wilmington,	9

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
John Watson, Guardian,...	Littleton Depot,	5
W. S. Wilkings, Estate,....	Wilmington,	10
G. W. Woodbury,.....	"	5
James S. Whitfield,.....	Goldsboro',	5
C. Wooten,.....	"	5
David Williams,.....	Stantonsburg,	10
Maria Ann Ward,.....	Dudley Depot,	20
Howard Wiswal,.....	Washington,	3
B. F. Williams,.....	Kenansville,	33
James A. Washington,.....	Kinston,	10
W. N. Whitted,.....	Prospect Hall,	20
John W. S. West,.....	Goldsboro',	10
H. A. C. Walker,.....	Wilmington,	10
S. E. Walker,.....	"	10
Carey Whitaker,.....	Enfield;	2
Robert Whitaker,.....	"	2
C. N. Webb,.....	Halifax,	1
Stephen Woodward,.....	Black Creek,	5
Richard B. Wingate,.....		1
Joshua Watson,.....	Nashville,	5
Samuel P. Watters,.....	Wilmington,	15
Sarah A. Watters,.....	"	15
Joel Wells,.....	"	16
John Wilkinson,.....	"	13
James R. Walker, . . . . .	"	2



LIST OF SYNOCHISTS—CONTINUED

NAME	RESIDENCE	AGE
John Watson, Gardiner	Indian Depot	8
W. S. Williams, Idaho	Washington	30
G. W. Woodbury	"	8
James S. Whitfield	Goldboro	6
G. Watson	"	6
David Williams	Stonemont	10
Marion Ann Ward	Indian Depot	10
Howard W. Ward	Washington	8
H. J. Williams	Kanawalla	22
James A. Washington	Clinton	10
W. M. White	Freemont Hill	50
John W. E. West	Goldboro	10
H. A. C. White	Washington	10
B. E. White	"	10
Carry Whitaker	Hubbards	8
Robert Whitaker	"	8
C. E. Webb	Malaga	4
Stephen Woodward	Black Creek	10
Stephen B. Wingate	"	1
John W. Winton	Washington	13
Samuel P. Winters	Washington	13
Frank A. Winters	"	10
John Wells	"	10
John Wilkins	"	15
James H. Wilcox	"	8

PROCEEDINGS  
OF THE  
TWENTY-THIRD ANNUAL MEETING  
OF THE  
STOCKHOLDERS OF THE W. & W. R. R. CO.,  
HELD ON THE 11TH DAY OF NOVEMBER, 1858.

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In accordance with the By-Laws of the Company and pursuant to published notices, the Stockholders of the Wilmington and Weldon Rail Road Company convened at the Court House, in Wilmington, at 10 o'clock, A. M., on Thursday, the 11th day of November, 1858, when the following proceedings were had :

The meeting was called to order by the appointment of Owen R. Kenan, Esq., of Duplin County, as Chairman, and Messrs. John N. Washington, of Newberne, and Patrick Murphy, of Sampson County, as Secretaries. Wm. A. Wright, Esq., with the Secretaries, were appointed a Committee to ascertain the number of shares of the Capital Stock represented.

The Committee reported that 10,234 shares were represented, viz : 2,226 in person, and 8,008 by proxy, (including the State of North Carolina, represented by Owen R. Kenan, Esq.,) whereupon the Convention was declared to be duly organized.

The President of the Company, Hon. Wm. S. Ashe, then submitted to the Convention the Report of the President and Directors, together with that of the Engineer and Superintendent, also the financial statements of the Treasurer and Auditing Committee.

On motion, the Report of the President and Directors was received and laid upon the table.

On motion of J. N. Washington, Esq., so much of the Report of the President and Directors as recommends the pur-



chase of a portion of the stock in the Seaboard and Roanoke Rail Road Company, or the construction of a Branch of this Road in the direction of Suffolk in Virginia, was referred to a Committee of seven, to be appointed by the Chair, with instructions to report to-morrow morning.

The Convention then adjourned to meet at half past two o'clock, P. M.

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2½ o'clock, P. M., Nov. 11th, 1858.

The Convention re-assembled pursuant to adjournment.

On motion of Wm. A. Wright, Esq., the motion referring the subject of purchasing stock in the Seaboard and Roanoke Rail Road Company to a Committee, was re-considered; and, after an animated discussion of the subject, the following resolutions, submitted by Patrick Murphy, Esq., were adopted by a large majority of the stock represented :

*Resolved*, That the President and Directors of the Wilmington and Weldon Rail Road Company be authorized to purchase a controlling interest in the Seaboard and Roanoke Rail Road Company; *Provided*, such purchase, in their opinion, would be conducive to the interests of this Company; and that they be instructed to apply to the Legislatures of North Carolina and Virginia for such additional legislation as they may deem necessary to secure this object.

*Resolved further*, That if they shall think it more to the interests of this Company to construct a Branch of this Road from some point near Enfield to Suffolk in Virginia, that they be instructed to take the necessary steps to secure the construction of the same.

*Resolved*, That in as much as the Rail Roads South of this, as well as those North, are interested in this matter, the said Board of Directors be instructed to confer with them and solicit their co-operation.

On motion, the Convention then proceeded to the election of officers. After counting the ballots in each case, the following gentlemen were declared duly elected: Hon. Wm. S. Ashe, President; Messrs. E. P. Hall, Gilbert Potter, P. K. Dickinson, A. J. DeRosset, Jr., John D. Bellamy, W. W. Peirce, and Wm. C. Bettencourt, Directors on the part of the indi-

vidual Stockholders ; Messrs. L. H. B. Whitaker, of Halifax, W. K. Lane, of Wayne, and Wm. A. Wright of Wilmington, having previously been appointed Directors on the part of the State.

*Resolved*, That S. L. Fremont, Esq., Engineer and Superintendent, together with the Secretaries, be a Committee to superintend the publication of the proceedings of this Convention.

*Resolved*, That Messrs. D. McRae, H. Baker and Patrick Murphy, be appointed Auditing Committee for the ensuing year.

On motion, the thanks of the Convention were tendered to the President and Secretaries.

The Convention then adjourned, to meet at Wilmington, on the second Thursday in November, 1859.

OWEN R. KENAN, *President*.

J. N. WASHINGTON, }  
PATRICK MURPHY, } *Secretaries*.



viding stockholders; Messrs. A. H. B. Whitaker of Tallahassee, W. K. Lang of Wayne and Wm. A. Wright of Wilmington, having previously been appointed Directors in the year of the State.

Resolved, That B. A. Howard, Esq., Treasurer and Superintendent, together with the Directors be a Committee to ascertain and report the propriety of the proposed Convention.

Resolved, That Messrs. D. Mottet, H. Baker and Patrick Murphy, be appointed Auditing Committee for the ensuing year.

On motion, the thanks of the Convention were tendered to the President and Secretaries.

The Convention then adjourned to meet at Wilmington on the second Thursday in November, 1855.

OWEN H. KIRKMAN, Secretary.

J. M. Wainwright,  
Treasurer.

## REPORT OF THE PRESIDENT AND DIRECTORS.

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*To the Stockholders of the*

*Wilmington and Weldon Rail Road Company:*

GENTLEMEN:—

The President and Directors of the Wilmington and Weldon Rail Road Company take pleasure in laying before the Stockholders, at their twenty-third Annual Meeting, the condition of their road.

Corporate bodies, like physical, must feel occasional depressions; as atmospheric changes and convulsions affect the latter, so vicissitudes in the business of the country affect the former.

The great monetary derangement of 1857, which extended its blasting influence throughout the commercial world, bore peculiarly hard on English and American Rails. Produce of every description was withheld from market, and it is well established, that in the proportion produce is so withheld, travel is diminished and a general stagnation in business supervenes. Thus the prosperity of its Rails becomes a good and reliable fiscal barometer of a country. The work intrusted to our management passed through this trying season with great success. Our receipts from freight and way-travel fully attest this fact. The gross receipts have been diminished, but the diminution has been, *in the main*, with our through travel, which is attributable to entirely different causes. The opening of new routes of travel, and the greatly reduced rates of fare on steamers between Southern Atlantic Cities and the North, drew from our line a large amount of the through travel; but, as the safety and expedition of the great Seaboard route is unequalled by any competing line, we may confidently calculate upon a return of this travel—and, indeed, it has already, in a good measure, returned. But it is a source of gratification, that notwithstanding the heavy falling off in this travel, all of our current expenses have been promptly met;—our debt has been reduced, and a net surplus left in



hand, which authorized a distribution among the stockholders of a 6 per cent. dividend. In truth, by rigid economy, our profits have been as large as during any preceding year. The report of the Superintendent will show that this economy has been practiced without interfering in the least degree with those important road improvements, which have been kept in steady progress for the last five years,—such as filling up trestle-work, the substituting of good rails in the place of those which had laminated, and the completion of good station and ware-houses, and other conveniences and necessary appliances and fixtures which we have heretofore greatly required. We refer you to the accompanying Report of the Engineer and Superintendent for a statement of the receipts and expenditures, and of the condition in detail of the Road and its equipment.

The road-way and all of its necessary furniture is at present in high order. Independent of the two principal causes assigned above for the diminution of receipts from through travel, there exists another that has proven to be beyond our control. We refer to the breaking up by the Virginia Companies of the through ticket from Wilmington to New York. The convenience of the traveling public should be a paramount consideration with all enterprises which depend upon travel for their support. More particularly should this consideration have had a controlling influence with all the Companies constituting the Atlantic line, at the very time when the opposite policy was adopted. The Virginia and Tennessee Road, our great competing line, was on the eve of being completed; the outside steamers had reduced the fare from Charleston and Savannah to New York from \$25 to \$15. On one side novelty, if nothing else, drew a portion of the travel from us, while cheapness injured us on the other. These reasons should have made every connecting road more anxious to extend all possible facilities to the traveling public;—but so far from this being the case, the very opposite policy was forced upon us by the Companies running from Weldon to Washington City. The *evil* still exists, and but one remedy presents itself for our adoption. We must put our Company in the possession of an

independent outlet to the Chesapeake Bay and the Ocean.— Whenever this shall be done, connecting lines North will be dependent on us, and not we on any of them for the privilege of a through ticket. There are two modes by which this great desideratum can be obtained. One by the construction of a road from Enfield direct to Suffolk. The right to build this branch can readily be secured, and the people along the proposed line have evidenced a strong desire for its construction. We understand that a subscription could be easily obtained sufficient to pay for the grading, leaving the superstructure as the only expense which we would have to meet. An experimental survey was ordered some time since by the Directory; but, in consequence of the absence of the President, it has not been executed. We have every reason to believe that the way-travel and freight would sustain the running of the road; and if this should be so, its advantage to our company would be beyond calculation. At Suffolk, independent of being placed immediately in connection with two rival lines to Norfolk, we would have the command of good steamboat navigation to any point on the Chesapeake Bay, or the Atlantic coast. Another plan has been agitated at our Board, which has been entertained with much favor, but on account of its importance in all its aspects, no definite action has been taken, it being deemed best to refer the subject to the stockholders for their consideration. This is the purchase of such an interest in the Seaboard and Roanoke Railroad as will give our Company a controlling influence over its action. Such an interest is supposed to be now in the possession of an individual who is willing to sell it to us, provided we can agree on the terms and conditions; and we are in possession of all such information in reference to the condition of this Company as you may desire to have, to enable you to decide upon the propriety and policy of such a purchase.

Since the last meeting of the Stockholders, our first English debt (being bonds issued in 1838) has become due and we have succeeded in making an arrangement with the holders of these bonds, under which, by the payment of one-third in cash, we have obtained an extension of time



upon the balance for fourteen additional years. To enable us to make this payment we authorized our Agent in New York to sell so many of the bonds of the State of North Carolina, (in which bonds we had invested our sinking fund,) as would realize \$76,444 45, the sum necessary to be raised for the cash payment. This he did by selling the bonds at \$95; the average price at which we purchased, being \$94.— This payment reduces this debt to \$146,222 22, and makes the whole amount of indebtedness on the 1st of October last, \$944,726 25. A portion of this debt consists of the bonds of the Company endorsed by the State, amounting in the aggregate to \$250,000, which are payable in equal installments, on 1st January 1859, 1860, 1861, 1862 and 1863.— These payments can be readily made, as they fall due, by withholding a semi-annual dividend, thereby distributing among the Stockholders \$46,000, instead of \$92,000, for the ensuing five years; or, if the State would renew its endorsement for a short period of time, say four, five, six or seven years, the debt could be easily paid without any interference with our seven per cent. dividend. The matter is respectfully submitted to the Stockholders for their determination. Our six per cent. bonds, issued in 1849, amounting to \$443,555 56, will fall due in 1869. The legitimate accrues from our sinking fund will put the Company in full possession of means to meet this debt at maturity, as well as to liquidate the bonds endorsed by the State. We will then have four additional years to meet the debt of \$148,444, which has just been extended. Thus at the expiration of fourteen years the Road will find itself relieved of debt, and that, too, after a regular annual distribution of seven per cent. dividends.

The change in the character of the sinking fund was made by the Directors for the reason, that from the former plan of setting aside the proceeds of freight from the North Carolina Road the amount to be invested was uncertain, and therefore unreliable. The substitution of the present plan in its place, to wit: the setting apart for that purpose of an annual amount equal to three per cent. on the capital stock of the company, affords bondholders a certainty that a sufficient sum will be set aside for the ultimate discharge of their debt, while it will justify the Directors in declaring, as they safely can, their usual seven per cent. dividend. A degree of confidence is thus inspired, which will prove to be, in all future times, the surest voucher of financial success.

Respectfully submitted,

W. S. ASHE, President.

Wilmington, N. C., Nov. 11th, 1858.

# REPORT OF THE ENGINEER AND SUPERINTENDENT.

WILMINGTON AND WELDON RAIL ROAD COMPANY,  
*Office Chief Engineer and Superintendent,*  
Wilmington, N. C., Oct. 1st, 1858. }

Hon. WM. S. ASHE, *President, &c.*

*Sir*:—I have the honor to submit my Fourth Annual Report of the operations of the Road for the fiscal year terminating September 30, 1858.

## RECEIPTS AND EXPENDITURES.

The earnings of the Road from the transportation of passengers, mails and freight, and the receipts from incidental sources have been as follows :

Receipts from Through Passengers, ..	\$136,857 61
“ “ Way “ .....	96,529 75
“ “ Transportation Mails, ..	48,600 00
“ “ “ Freight, ..	157,832 47
“ “ Incidental sources, ...	6,763 47
<hr/>	
Total earnings and receipts this year,	\$446,583 30
“ “ “ “ last year,	494,508 56
<hr/>	
Decrease in receipts this year, ....	\$47,925 26

The expenditures this year have been as follows :

## SALARIES.

Amount paid to officers, ..... \$8,475 00

## DEPARTMENT OF ROAD REPAIRS.

Ordinary and extraordinary repairs  
of Track, ..... \$57,420 52  
Repairs of Bridges and Trestles, ... 5,500 00—\$62,920 52

## DEPARTMENT OF TRANSPORTATION.

Repairs of Locomotives, ..... \$32,257 63  
“ “ Passenger cars, ..... 11,213 60  
“ “ Freight “ ..... 2,053 06

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Amount carried forward, \$45,524 29 \$71,395 52



Amount brought forward,	\$45,524 29	\$71,395 52
Repairs of Warehouses and Water Stations,.....	137 15	
<i>Train Expenses</i> .—Including pay of Conductors, Engineers, &c.,.....	30,887 77	
Oil and Cotton Waste,.....	4,278 53	
Fuel,... ..	18,144 86	
<i>Station Expenses</i> ,.....	24,032 30	
Half the expenses of Steam Ferry Boat,.....	2,345 95	
New Locomotives and Tools for Shop, (including new Stationary Engine, \$1,500,).....	1,989 98	
New Passenger Cars and Tools for Shops, (re-building three Cars,)..	3,150 00	
New Freight Cars, (5 Conductor's Cars,).. ..	3,000 00	—133,490 83
		<hr/> 204,886 35

## GENERAL EXPENSES.

Subsistence and Clothing,.....	14,155 33	
Loss and damage,.....	324 62	
Miscellaneous expenses,.....	1,525 00	
Office expenses,.....	250 00	—16,254 95
		<hr/>
Total cost of operating the Road,		<hr/> \$221,141 30 <hr/>

The following expenses for and on account of "construction" and "permanent improvements" which are included by the Treasurer in his statement of "current expenses," are chargeable to the following objects:

## TRESTLE FILLING—GRAVEL TRAINS.

For hire of twenty-five negroes, including clothing, subsistence and medical attendance, at \$190 each, (an aver-

age,).....	\$4,750 00	
Cost of Engineer, Conductor, (and white hands two months in 1857,)..	2,959 60	
Cost of Fuel, Oil and Waste,.....	631 60	
Repairs of Engine and Cars,.....	\$350 00—	\$8,691 20
<hr/>		
Cost of Gas Works complete, new Warehouse at Battleboro', Sheds and Tanks at Wood and Water Stations,.....	\$2,425 00—	\$11,116 20
<hr/>		
Cost of filling new Wharf with ballast from vessels and with Dirt Train at Wilmington,	\$610 00	
Timber for cribwork and bill of labor in constructing the same,...	627 29—	\$1,237 29
<hr/>		
Purchase of building stone for new bridge piers on the Road,.....	290 00	
Cost of Engine House at Weldon complete,.....	540 00	
Cost of building new piers at Rockfish (exclusive of the cost of stone,).....	751 08	
Lumber in part for bridge at Rockfish,.....	242 50	
Iron for re-roofing N. E. Bridge,...	\$200 00—	\$3,260 87
<hr/>		
Total due to construction and permanent improvements this year,.		\$14,377 07
There have been paid this year, on accounts of previous years, in excess of the debts due this year,.....		\$10,000 00
<hr/>		
Amount carried forward,		\$24,377 07



Amount brought forward,	\$24,377 07
Amount of loss and damage due last year, now paid,	3,000 00
	<hr/>
	\$27,377 07
Amount of operating expenses brought forward,	221,141 30
	<hr/>
Total amount expended this year on all accounts..	\$248,518 37
Total amount expended last year on all accounts..	295,331 90
	<hr/>
Reduction in expenses on all accounts this year,	46,813 53
	<hr/>

It will be seen by comparing the tables of expenditures for the past and preceding years, that there has been a reduction in the cost of repairs of Locomotives, of..... \$18,418 60

In the cost of repairs of Coaches and Cars, of.... 11,578 42

In the cost of Fuel, of..... 4,336 05

In the cost of Oil and Waste, of..... 1,183 33

The floating debt of the Company has been reduced during the year, about..... 25,000 00

I estimate the amount of outstanding Bills at the close of the fiscal year, terminating September 30, 1857, on account of current working expenses, and for permanent improvements, for that and previous years, to be.....\$20,000 00

And the amount due at the close of the present fiscal year on account of corresponding objects to be not more than..... 8,000 00

Making a difference in favor of the present year of \$12,000 00

I have, however, only charged \$10,000 to this excess for previous years. This will enable the Stockholders to see what the actual cost of operating their Road has been for the current fiscal year.

## RECAPITULATION.

The gross receipts have been.....	\$446,583 30
Current working expenses.....	221,141 30
Nett earnings.....	225,442 00
Cost of construction and permanent improvements and debts of previous years paid this year....	27,377 07
Nett receipts over all expenditures.....	198,064 93
Nett receipts last year over all expenditures....	195,887 70
Showing an increase of nett receipts of,.....	\$2,177 23

Your attention, and that of the Board of Directors, is respectfully asked to the statement of the accounts given above.

While the table of expenditures made out in the office of the Treasurer will show you the *payments* made during the fiscal year under the several heads, this analysis and division of the accounts will show you the actual cost of *working* the Road during the same period.

## REPAIRS OF ROADWAY.

The Road Master is directly charged with supervising the repairs of Track and Bridges, under my direction.

I have from time to time examined the Track and Bridges during the year, and given all needful directions for the employment of mechanics and laborers, and for the purchase of materials for repairs, and I have now the pleasure of reporting the whole roadway in good order. We have laid 75,000 new cross-ties, and about four miles of renewed rails this year.

## MACHINE FOR REPAIRING RAILS.

In my last Annual Report I referred to this Machine, explained the process of mending rails, and expressed a hope of its success. I can now say that my "expectations," as therein stated, have been *more* than "realized."

From Oct. 1st, 1857, we have had one, and since February, 1858, we have had two furnaces in operation, worked by five hands, who have been fully employed throughout the year in repairing laminated rails.

There have been repaired during the year 1,405 rails, giving 23,097 feet of good iron, of which 4,044 feet were made new



at a cost of about fifty-four cents for each foot renewed, or about one dollar and thirty cents per rail. This year's operations with this machine have been conducted under unfavorable circumstances in many respects, yet we have made such progress that our track has been greatly improved by the renewed rails, and I am confident the track can be maintained in good order for the next two or three years, with these machines, and that the cost of repairing in future will be reduced to less than one dollar a rail. When we recollect that each rail restored is worth nearly or quite as much as a new one, say \$6 50, and that it is worth less than half that sum in its laminated state, you will see the economy in restoring them by this process.

As regards the durability of the portions renewed, I am confident, from close observation, that it will considerably exceed that of the best new rail.

It will require two more furnaces to keep the track in the high order of repair which I desire. I propose to add one more this year.

I recommend the immediate re-rolling of one or two hundred tons of our old rails. Those that I would re-roll are too much worn to be repaired with economy. I see no necessity for any other outlay for rails for some years to come.

#### BRIDGES AND TRESTLE WORK.

The bridges are now, without exception, in good order.—The trestle work has all been filled up South of the Neuse River, with the exception of some small culverts that require masonry before filling. Only one train has been employed since January, which has been filling "Tossnot."

Two seasons more, with proper energy in this branch of improvement, will complete the filling. The work already done has reduced the cost of repairs to less than one-half of what it was in 1855. There is now about one and a half miles remaining to be filled, all of which is at present in good condition. During this year there have been 306,086 feet of new timber put into the trestle work that remains unfilled.—The Road Master and Master Carpenter of bridges have faithfully performed their duties during the year.



## REPAIR SHOPS.

The repairs of Locomotives and of Coaches and Cars are all done by the Company.

We have completed one new Locomotive Engine since 1855, rebuilt three, and thoroughly repaired many.

Only one new Passenger Car has been purchased since 1855, three have been rebuilt throughout, and many others repaired.

Forty new Box Freight Cars have been constructed during the same period.

We are now putting up a new Stationary Engine of thirty horse power, of superior workmanship, (built by Gage, Warner & Whitney.) This Engine has been paid for in scrap iron during the year; the boiler and fixtures have been constructed in Company's shops.

A Trip Hammer has also been paid for in the same way, and will soon be in operation. This machine will cause considerable reduction in the Smith's force of assistants.

The Engine was greatly needed. The old one was deficient in power to drive all the shops, which it is my design to do with the new one, thereby saving much in fuel; saving also the cost of the separate Engine now in use at the Carpenter Shop, and enabling us to drive the entire machinery of the Repair Shops by power, at any moment during working hours. This completes about all the improvements in Tools and Machinery that I think necessary to the efficiency of the Repair Department. The whole cost from the beginning has been about \$10,000, and it is money well expended, if "a dollar saved is worth a dollar earned."

NOTE.—There has been sold this year of old material, no longer wanted by the Company, the following articles:

1.—November, 1857,	2 second hand Lathes.....	\$260 00
2.—January, 1858,	old Rails.....	48 60*
5.—April, " "	Scrap Iron, (Wrought,).....	659 79*
7.—" " "	Old Car Wheels.....	528 44*
3.—January, " "	Scrap Iron, (Wrought,).....	399 81*
4.—February 18, " "	" " " ".....	323 38*
8.—September, " "	" " " ".....	80 00*
6.—April 10, " "	Coal (to Wilmington & Manchester R. R.)..	151 50
Incidental sales and work done and credited to Road.....		375 60
		—\$2,827 12

\* The items marked thus (\*) are not credited to Rail Road by Treasurer, but carried to "profit and loss account," while the tools and new wheels exchanged for this old material are charged to operating expenses.



To the Master Mechanic and Master Carpenter my thanks are due, for the prompt manner in which they have carried out the directions they have received from time to time, and for their general efficiency and zeal in the service.

DEPARTMENT OF TRANSPORTATION.

We have carried over the Road this year only 28,704 through passengers; and 59,312 way passengers, an average of 244 per day. The aggregate mileage made by all our trains is 296,999 miles. The expenditures this year, divided by this mileage, gives 83 cents and 6 mills per mile as the cost of running our trains.

No serious accident has happened to any train, passenger or freight, during the year, and out of one thousand three hundred and fifty-six trips run by passenger trains only nine failures, to connect regularly at either end of the Road, have occurred. It is believed that our trains have, during the past year, run with more *regularity* and *uniformity of speed, certainty of connection, and safety to persons and property* than many of our cotemporaries. When we take into account the length of our line, and the high speed we are compelled to make, it is saying much in favor of the quality of our men and machinery, when we state that not one passenger or employee connected with our passenger trains has been injured during the year.

What policy in the management has tended (under the blessing of God) to produce this result? In my opinion it is that of putting our track and machinery in the best working order, and maintaining it so; and in employing none but competent Engineers and Conductors, at rates of compensation that will command the best services.

It has been thought too much money was expended to attain this order of excellence. I trust, however, the result of the past year's operations will be a sufficient explanation on the part of your administration for what has been considered large expenditures of previous years.

To the Conductors and Engineers of our trains, my thanks are due for their faithful services, and the general good order of the machinery in their charge.

Most of the loss in receipts has been due to the breaking



up of the former through ticket system that had worked so satisfactorily to the public for a number of years.

The Richmond and Petersburg Rail Road Company announced its determination in April or May last to break up the then existing system, unless that Company should be allowed more than its per mile proportion, while the Companies between New York and Philadelphia refused to agree to any ticket not based upon the per mile pro-rata principle.

In consequence of the absolute impossibility of reconciling these differences, and others of a more personal nature, with some of the connecting lines, we have been deprived of the benefits of through tickets from New York, South, to this place, Charleston, Montgomery and New Orleans.

Hence the loss of 8,944 through passengers, and more than \$40,000 in receipts from this source.

We are now without any important through tickets, and there exists no hope of forming any in the future.

So long as the Rail Roads through Virginia, on the two most important lines for Southern travel, are controlled by the same parties to a considerable extent, and those parties decline making tickets with us, we cannot hope for any improvement in our through travel.

Our receipts from the transportation of freight have this year exceeded those of the preceding year.

By reference to the comparative table of principal articles transported for several years, it will be seen that our Naval Store and Grain transportation business has considerably increased, whilst there has been some decrease in our upward freights.

With the completion of the Company's wharves and other facilities now in a state of forwardness, we may reasonably look for an increase of our freighting business, notwithstanding new lines are multiplying around us.

To the General Freight and Transportation Agent, the Company is indebted for much improvement in the dispatch of freight and the general good order now observed in that department.. He will accept my thanks for his valuable assistance.



## CONDITION AND PROSPECTS OF THE COMPANY.

The rolling stock is now ample for the wants of the Company, if we except passenger cars. More and better coaches are *needed*, and I recommend the construction of five new ones during the current year.

Unless there is a considerable increase in business, or some unforeseen accident during the year, the motive power is sufficient for the wants of the Company. But I recommend that one or more passenger Engines be ordered in time to go on the Road about the end of the present fiscal year.

The Company has very little to fear from competing lines. The great amount of seagoing travel may very easily be diverted to the great Atlantic Sea Board Line, if a proper through ticket can be adopted, and every facility that the spirit of the age demands, be fully established and maintained.

The Virginia and Tennessee Route has been looked upon by many as destined to materially injure, if not ruin, this line.—Is this so? Can it be so? The great Atlantic Trunk Line affords superior facilities to a very large population. It can be successfully and *cheaply* worked *at all seasons of the year*. The lines are generally without grades or curves of much magnitude. Neither the snows of winter nor rains of fall and spring present any obstacles to the successful and rapid transportation of passengers and mails.

The opening of the Florida Route, as well as the completion of the Alabama and Florida Rail Road from Montgomery to Pensacola, cannot fail to increase materially the receipts of the Company.

I respectfully refer you to the accompanying Report of the Hospital Surgeon; it furnishes some evidence of the good care taken of our negro laborers and our freedom from accidents during the year.

Much information in detail is contained in the accompanying tables and statements, to which your attention is respectfully called.

The agents and employees of the Company, not especially mentioned, and to whom I am indebted for valuable assistance, will accept my thanks.

I am respectfully, your obedient servant,

S. L. FREMONT,

*Eng. & Sup't.*



NOTE.—The experience of the last four years seems to justify the following estimate of the resources of the Company, and its ability to maintain dividends and pay its debts :

What is the prospect of maintaining dividends? Your annual gross receipts cannot fall short of \$500,000.

I am well convinced that the operating expenses can be kept below \$250,000—I doubt not the Road can be worked next year for \$230,000, and \$10,000 more will cover all probable extraordinary expenses.

But assuming the gross receipts to be maintained for the next ten years at \$500,000 a year, and the whole cost of working the Road and maintaining the equipment in the best condition at \$250,000 per year.

This will leave a nett income of.....	\$250,000
To pay the <i>interest</i> on the debt set aside.....	\$56,000
To pay the <i>debt</i> set aside, a sinking fund of.....	40,000
To pay a dividend of 8 per cent. (on \$1,328,000 capital,).....	106,240
Total to pay all claims and a dividend.....	<u>\$202,240</u>
Leaving a surplus of.....	47,760

A part of which, if not needed, may be carried annually to the sinking fund.

By adopting this policy, the dividends may be regularly maintained—the literary, or school fund of North Carolina be regularly replenished—the stockholders of limited means be made comfortable, and the entire debt of the Company be sunk in about ten or fourteen years.

Now for the facts: The receipts for the fiscal year terminating September 30, 1857, were \$494,508, and this was not a year of unusual prosperity. But for the breaking up of our through ticket system just as the summer business commenced, and just as the new Route by Lynchburg was opened, the receipts this year would have exceeded \$500,000, while our expenditures would not have been increased.

In my last annual Report, I stated that there had been expended \$180,000 in the last three years for “construction” and permanent “improvements,” an average of \$60,000 a year.

The gross expenditures for 1855 were.....	\$268,818 25
Deduct.....	60,000 00
Real cost of operating in 1855.....	<u>\$208,818 25</u>
The gross expenditures for 1856 were.....	\$273,895 70
Deduct.....	60,000 00
Real cost of operating in 1856.....	<u>\$213,895 70</u>
The gross expenditures for 1857 were.....	\$295,331 90
Deduct.....	60,000 00
Real cost of operating in 1857.....	<u>\$235,331 90</u>

An average cost of operating the Road of \$219,348 a year, aside from constructing new buildings, depots, ware-houses, filling up trestle-works, building ferry-boats and the like, and forty new freight-cars being *additional* equipments never before supplied, as they had never been wanted, which does not belong to the expenses of *operating* the Road.

I assume, then, if the Road is completed, with its equipment ample, it can be worked for 45 per cent. of its gross receipts, if these receipts reach \$500,000 or upwards. The experience of the last four years demonstrates it fully, and it should satisfy every stockholder that his stock is this day intrinsically worth its full par value. The dividends cannot fall below 7 per cent., if a permanent policy such as has been glanced at above is adopted.

All this plan, however, involves the necessity of opening the line North to New York to free trade and a low ticket along the Great Sea Board Line.



## REPORT OF HOSPITAL SURGEON.

S. L. FREMONT, Esq., Eng. and Supt. W. & W. R. R.

SIR:—The following is a summary of cases treated in the Company's Hospital during the last year:

	NO. CASES.		NO. CASES.
Billious Fever,.....	66	Typhoid Fever,.....	6
Intermittent Fever,.....	70	Venerial,.....	9
Catarrhal Fever,.....	19	Vertigo,.....	1
Colic,.....	22	Diseases of bladder,.....	5
Pneumonia,.....	6	Asthma,.....	1
Paranychia,.....	4	Epilepsy,.....	1
Diarrhea,.....	10	Carbuncle,.....	3
Dysentery,.....	8	Scarlet Fever,.....	1
Rheumatism,.....	20	Mumps,.....	1
Neuralgia,.....	10	Influenza,.....	1
Furuncul[us],.....	6	Hepatitis,.....	1
Malingering,.....	1	Burns,.....	5
Concussion of brain,.....	1	Consumption,.....	1
Cholera Morbus,.....	3	Urticaria,.....	1
Constipation of bowels,.....	3	Minor Surgery,.....	58
Pleurodynia,.....	6	Lumbago,.....	14
		Total number,.....	364

Out of this number of cases, there has been but one death, caused by Typhoid Pneumonia. I wish to call your attention to the fact, that no capital surgical operation has been performed in the Hospital this year. Heretofore, no year has passed without the necessity for several from accidents on the Road. I can only attribute this to the better management of the Road and the better discipline of the hands.

As to the utility of the Hospital, I will refer you to my former reports, which, including this year's report, show that of 942 cases treated in the Hospital, there have been but 3 deaths. This unusual success in the treatment of the diseases of negroes, is due, in a great measure, to the proper regulation of their diet, and the strict attention of the Hospital nurse to the patients.

Yours Respectfully,

JAS. F. MCREE, JR.,

*Hospital Surgeon.*

HOSPITAL, W. & W. R. R. Co.,

November 1, 1858.

# RECEIPTS FOR THE YEAR ENDING 30TH SEPTEMBER, 1858.

DATE.	PASSENGERS.		Amount from Through Passengers.	Amount from Way Passengers.	FREIGHT.	MAIL.	Miscellaneous.	TOTAL.
	THROUGH.	WAY.						
	NORTH.	SOUTH.						
1857.								
October,.....	668½	2,759	\$15,848 87	\$9,338 10	\$15,621 26		\$46 38	\$40,854 61
November,.....	503	1,823	11,078 37	6,805 38	10,557 47		25 00	28,466 22
December,.....	874½	1,792½	12,946 94	10,387 30	11,158 43	\$12,150 00	319 58	46,962 25
1858.								
January,.....	819	1,878	12,866 76	10,938 34	10,991 52		827 43	35,624 05
February,.....	1,252½	1,267½	11,525 53	7,223 40	13,060 13		432 43	32,241 49
March,.....	1,666	2,175	17,361 17	7,488 17	16,390 85	12,150 00	136 20	53,526 39
April,.....	1,219½	1,230	11,405 71	7,325 57	16,561 56		466 25	35,759 09
May,.....	970	876½	9,389 86	7,632 26	11,968 47		49 52	29,040 11
June,.....	674½	785	7,176 54	6,615 35	11,423 22	12,150 00	33 00	37,398 11
July,.....	419	1,128½	7,622 21	7,839 05	10,192 35		254 49	25,908 10
August,.....	557½	1,349	9,385 12	6,914 53	13,454 41		7 50	20,761 56
September,.....	442½	1,569	10,250 53	8,022 30	16,452 80	12,150 00	1,857 87	48,733 47
	10,066½	18,637½	\$136,857 61	\$96,529 75	\$157,832 47	\$48,600 00	\$4,455 62	\$44,275 45



# ANNUAL STATEMENT

*Of Expenditures for the year ending September 30th, 1858.*

TRANSPORTATION DEPARTMENT.												
DATE.	LOCOMOTIVES.				COACHES AND CARS.				Station Expenses.	Fuel.	Oil and Waste.	Pay—Engineers, Conductors, Firemen and Train Hands.
	Cost of New Engines and Machinery, &c. for shops	Cost of Materials for repairs	Pay of Superintendent and Machinists	TOTAL.	Cost of New Coaches and Cars and Machinery and Tools for Shops.	Cost of Materials for repairs and Workmen.	Pay of Master Carpenter and Workmen.	TOTAL.				
1857.												
October.....		\$1,250 84	\$2,340 12	\$3,590 96		\$23 00	\$1,064 93	\$1,087 93	\$3,255 93	\$1,083 44	1 68	\$2,411 95
November.....		371 13	2,278 79	2,649 92		982 45	1,011 89	1,994 34	3,570 86	2,955 70	117 89	2,428 37
December.....		1,142 06	2,338 84	3,480 90		1,059 29	974 26	2,033 55	3,009 34	2,505 61	1,321 55	2,450 17
1858.												
January.....		1,708 31	2,380 23	4,088 54		400 59	1,369 76	1,770 35	2,802 33	756 26	9 44	2,420 66
February.....		1,606 80	2,019 87	3,626 67		911 33	949 90	1,861 23	2,075 79	1,401 56	134 61	2,470 31
March.....		304 51	2,086 98	2,391 49		366 31	1,235 14	1,601 45	2,261 60	706 68	18 00	2,261 00
April.....	1,511 00	1,918 80	2,038 04	5,467 84		995 64	1,000 02	1,995 66	2,230 30	3,254 23	673 06	2,267 61
May.....	31 80	212 08	1,975 32	2,219 20		30 01	1,017 15	1,047 16	1,556 31	676 92	.....	2,327 01
June.....		63 20	1,921 57	1,984 77		48 18	1,075 77	1,123 95	1,796 94	979 11	104 29	2,409 67
July.....	235 00	14 00	1,690 63	1,939 63		138 65	824 26	962 91	1,771 48	1,160 27	1,004 29	2,255 65
August.....		117 07	1,805 06	1,922 13		.....	922 34	922 34	2,559 03	1,765 67	1,075 32	2,334 89
September.....		480 19	3,233 21	3,925 58		2,596 05	2,419 74	5,015 79	6,885 21	1,349 41	.....	8,111 35
	\$1,989 98	\$9,188 99	\$26,108 66	\$37,287 63		\$7,551 50	\$13,865 16	\$21,416 66	\$33,575 12	\$18,594 86	\$4,480 13	\$34,148 64

# ANNUAL STATEMENT.—CONTINUED.

DATE.	Transportation Department.			DEPARTMENT OF ROAD REPAIRS.						Salary—Presi- dent, Treasur- er, Superin- tendent and Engineer, &c.	Inciden- tal ex- penses.	AGGREGATE.
	Subsis- tence and Clothing.	Loss and Damage.	GRAND TOTAL.	Pay of Road and Section Masters, Road Car- penters & Laborers.	Subsis- tence and Clothing.	Cost of timber for bridges, trestle work, dwellings for section masters & laborers.	Cross-ties.	Iron spk's and chairs.	TOTAL.			
1887.												
October, ...	\$1,000 27	\$212 53	\$12,644 69	\$2,008 49	\$955 79	\$195 83	\$533 79	.....	\$3,683 90	\$866 68	.....	\$17,205 27
November, ..	178 92	398 59	14,294 59	2,058 48	178 96	545 09	848 37	\$150 00	3,780 90	691 67	.....	18,707 16
December, ..	1,120 84	100 85	16,022 81	2,748 72	1,120 90	166 46	1,885 24	150 00	6,071 32	691 66	.....	22,785 79
1888.												
January, ....	487 43	546 96	12,881 97	3,549 71	487 44	519 92	1,578 95	.....	6,136 02	691 67	364 65	20,074 31
February, ...	669 21	24 61	12,263 99	1,778 08	669 22	559 80	1,513 05	.....	4,520 15	691 66	681 54	18,157 34
March, ....	764 20	75 00	10,079 42	1,521 21	764 23	156 09	2,460 98	.....	4,902 51	691 67	1,034 52	16,708 12
April, ....	289 28	125 00	16,302 98	1,091 06	289 30	1,149 22	1,225 62	263 69	4,018 89	691 67	102 00	21,115 54
May, ....	154 12	263 52	8,244 24	1,066 40	154 17	97 98	1,553 51	.....	2,812 06	691 66	.....	11,747 96
June, ....	731 84	88 92	9,219 49	1,061 44	731 86	2,338 98	1,946 79	.....	6,079 07	691 66	1,465 64	17,455 86
July, ....	1,155 89	1,469 19	11,719 31	1,153 00	1,155 89	273 61	1,440 43	55 00	4,077 93	691 67	25 00	16,513 91
August, ....	518 85	17 75	11,115 98	922 04	518 87	1,369 77	3,435 63	175 00	6,421 31	691 66	11-05	18,240 00
September, ..	850 89	1 75	25,939 98	19,278 34	850 92	642 64	2,343 56	.....	23,115 46	691 67	.....	49,747 11
	\$7,921 74	\$3,324 67	\$169,729 45	\$38,176 97	\$7,877 55	\$8,015 39	\$20,765 92	\$793 69	\$75,629 52	\$8,475 00	\$3,684 40	\$248,518 37





*Co., from the commencement of the work to 30th Sept., 1858. Cr.*

Amount received from Capital Stock,.....		\$1,340,213 21
Bonds payable in England,.....	\$222,666 67	
Mortgage Bonds payable in England,.....	443,555 56	
Bonds endorsed by State of North Carolina,....	250,000 00	
Bills payable,.....	33,141 30	
Unpaid Dividends,.....	6,827 00	
Due on Pay Rolls,.....	7,654 51	
“ “ Negro Bonds,.....	40,644 98	
“ “ Stock purchased,.....	224 04	
“ “ to sundry Individuals and Companies,.....	16,456 64	—1,021,170 70
Profit and Loss account,.....		808,250 99

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\$3,169,634 90

JAMES S. GREEN, Treasurer.

*Road Company, for the year ending 30th Sept., 1858. Cr.*

1858.		
Sept. 30.—Paid Current Expenses of Road this year,.....	\$248,518 37	
Decreased debt of Company “ “ .....	25,327 95	
Interest and premium on Exchange paid this year	61,178 13	
Dividends No. 12 and 13,.....	86,381 75	
Amount paid for Bonds of the State of No. Ca., purchased,.....	25,945 21	
Amount in Bank to purchase State Bonds,.....	1,609 79	—448,961 20
“ Bills Receivable,.....	8,495 75	
“ Due from Post Office Department,.....	12,150 00	
“ “ “ Agents,.....	5,224 62	
“ “ “ Companies and Individuals,...	15,916 74	
Cash in London to pay interest,.....	13,161 32	
“ “ Raleigh “ “ “ .....	420 05	
“ “ on hand,.....	36,175 74	—91,544 22

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\$540,505 42

JAMES S. GREEN, Treasurer.



**CONSOLIDATED REPORT OF THE SERVICE OF LOCOMOTIVES ON THE W. & W. R. R.,**  
*For the year ending Sept. 30th, 1858, with the Engineers arranged in the order of general merit as regards skill, sobriety, economy and industry.*

NAMES OF ENGINEERS.	ORDER OF MERIT OF Engineers as to their qualifications				NAMES OF LOCOMOTIVES.										
	Skill,.....	Sobriety,....	Economy, ...	Industry,....	NAMES.		No. of Locomotives.	No. of miles run,...	No. of cars hauled..	No. of days in service.	No of days laid up by schedule.	No. of days laid up for repairs.	Cords of wood consumed.	Gallons of oil used..	Lbs. of cotton waste used.
					PASSENGER EN- GINES.	BUILDERS.									
George Tarlton,.....	1	1	1	1	Orange,.....	Man. L. Works.	1	25,170	1,361	204	52	60	354	92	202
Wm. L. Trask,.....	1	1	1	1	Wilmington,...	do.	2	32,228	1,569	267	79	19	489	124	293
C. H. Rice,.....	1	1	1	1	Gov. Bragg,...	do.	3	31,292	1,566	266	78	21	473	110	275
J. N. Farley,.....	1	1	1	1	President,.....	R. Norris & Son.	4	28,470	1,039	235	48	82	425	105	242
J. A. Urquhart,.....	1	1	1	1	Express,.....	do.	5	28,119	1,642	229	61	75	511	130	297
John White,.....	1	1	1	1	Alex. McKae,...	Comp'y. Shops..	6	20,808	1,151	196	52	117	364	87	207
William Paul,.....	1	1	1	1	Director,.....	Norris & Bro's.	7	13,040	508	122	32	211	216	55	90
John W. Hollister,.....	1	1	1	1	Farmer,.....	do.	8	22,466	1,175	256	69	40	463	97	241
					Mechanic,.....	do.	9	.....	.....	.....	.....	.....	.....	.....	.....
					Treasurer,.....	M. W. Baldwin..	10	.....	.....	.....	.....	.....	.....	.....	.....
						TOTAL,.....		201,593	10,011	1,775	471	625	3,295	800	1,847
James Knight,.....	1	1	1	1	FREIGHT ENGINES		1	19,139	3,920	259	65	41	598	95	193
W. H. Petteway,.....	1	1	1	1	Guilford,.....	M. W. Baldwin..	2	9,355	2,286	153	67	145	369	61	114
Simon Gay,.....	1	1	2	1	Industry,.....	do.	3	9,063	2,514	171	71	123	398	55	106
W. H. Petteway,.....	1	1	1	1	Merchant,.....	do.	4	15,600	1,068	200	88	77	427	78	193
E. T. Love,.....	1	1	1	1	Quickstep,.....	Norris & Bro's.	5	16,513	2,180	199	121	45	494	53	241
Geo. T. Curtis,.....	1	1	1	1	W. H. Haywood,	do.	6	10,656	378	125	117	120	334	54	154
Geo. McMillan,.....			2	1	James K. Polk,	M. W. Baldwin..	7	4,630	1,256	92	43	230	196	42	59
					Engineer,.....	Norris Bro's....		84,956	13,602	1,199	572	781	2,816	438	1,060
W. A. Graham,.....					Perseverance,...	do.	1	1,500	5	365	.....	.....	400	120	60
W. H. Sleeper,.....					North Carolina,	M. W. Baldwin..	2	5,000	10	200	.....	.....	540	80	40
Sundry Engineers,.....					Brunswick,*.....	do.	3	3,950	2	50	.....	.....	120	30	15
Dan. Ritter,.....					Saxapahaw,.....	do.	4	.....	.....	.....	.....	.....	.....	.....	.....
					Total,.....	Total,.....		95,406	13,619	1,814	572	781	3,876	668	1,175
					GRAND TOTAL,....	GRAND TOTAL,....		296,999	23,630	3,589	1,043	1,406	7,171	1,468	3,022

# CONSOLIDATED REPORT OF LOCOMOTIVES—CONTINUED.

No. of Locomotives	Cost of fuel.	Cost of oil and tal- low.	Cost of cotton waste.	Cost of repairs.	Cost of repairs from accident.	Paid to Engineers.	Paid to Firemen.	Cost per mile for fuel, in cents.	Cost per mile for oil & waste, in cents.	Cost per mile for repairs, in cents.	Total cost per mile run.	Total cost of En- gines for the year.	Present value of Locomotives.	REMARKS.
1	\$533 59	\$103 32	\$18 16	\$225 73	\$103 82	\$652 50	\$200 00	2.12	.483	.32	7.3	\$1,837 12	\$8,500 00	In Service.
2	733 50	136 40	23 44	273 55	.....	960 00	240 00	2.25	.484	.818	7.343	2,366 89	8,000 00	"
3	709 50	121 00	23 00	247 54	.....	960 00	240 00	2.29	.467	.81	7.355	2,301 04	8,000 00	"
4	637 50	115 50	19 36	244 82	.....	960 00	220 00	2.25	.722	.923	7.357	2,097 18	8,000 00	"
5	766 50	143 00	23 76	196 18	.....	960 00	240 00	2.7	.61	.71	8.25	2,329 44	9,000 00	"
6	546 00	95 70	16 56	217 83	.....	800 00	200 00	2.6	.524	1.5	9.5	1,976 09	9,000 00	"
7	324 00	60 50	7 20	493 89	.....	400 00	100 00	2.5	.461	3.75	10.62	1,385 59	7,000 00	"
8	794 50	106 70	19 28	236 22	.....	895 00	220 00	3.375	.543	1.05	10.09	2,271 70	6,500 00	"
9	.....	.....	.....	446 72	124 87	.....	.....	.....	.....	.....	.....	571 59	7,000 00	Rebuilding.
10	\$5,045 09	\$882 12	\$150 76	\$2,582 48	\$228 69	\$6,487 50	\$1,660 00	2.502	.51	.14	8.5	\$17,136 64	\$77,500 00	"
1	892 00	104 50	15 44	296 12	.....	1,120 00	224 00	4.66	.578	1.526	13.842	652 06	8,500 00	FREIGHT ENGINES.
2	553 50	67 10	9 12	191 71	.....	605 00	156 00	5.9	.75	2.05	16.9	1,582 43	7,500 00	In service.
3	597 00	60 50	8 48	288 66	.....	600 00	160 00	6.56	.67	3.11	18.77	1,714 64	7,000 00	"
4	640 50	85 80	15 44	218 38	.....	840 00	220 00	4.10	.67	1.04	12.93	2,020 12	6,000 00	"
5	741 00	58 30	19 28	256 56	.....	812 50	220 00	4.5	.437	1.57	12.75	2,107 64	5,500 00	"
6	501 00	59 40	12 32	170 48	.....	600 00	160 00	4.4	.7	1.6	14.1	1,503 20	2,500 00	"
7	294 00	46 20	4 72	219 61	293 14	365 00	100 00	6.348	1.10	9.3	28.5	1,322 67	3,000 00	To be re-built.
1	\$4,219 00	\$481 80	\$74 80	\$1,641 52	\$293 14	\$4,942 50	\$1,240 00	4.966	.773	2.28	12.95	\$10,902 76	.....	Yard Engine.
2	800 00	90 00	5 50	100 00	.....	720 00	150 00	.....	.....	.....	.....	1,865 50	.....	Gravel Train Engine.
3	540 00	70 00	3 50	350 00	.....	600 00	160 00	.....	.....	.....	.....	1,723 50	.....	Supply Engine.
4	180 00	22 50	1 20	.....	.....	.....	.....	.....	.....	.....	.....	263 70	.....	"
1	5,739 00	664 30	85 00	2,091 52	.....	6,202 50	1,550 00	.....	.....	.....	.....	14,695 46	40,000 00	"
2	\$10,784 09	\$1,546 42	\$235 76	\$4,674 00	\$521 83	\$12,750 00	\$3,210 00	.....	.....	.....	.....	\$31,832 10	\$117,500 00	"



# CONSOLIDATED REPORT OF LOCOMOTIVES—Concluded.

NAMES OF ENGINES.	BUILDERS.	PRESENT VALUE.	REMARKS.
J. M. Morehead,.....	M. W. Baldwin,	\$1,500 00	Rebuilding,
E. B. Dudley,.....		4,000 00	Do.
J. C. Calhoun,.....		3,000 00	Do.

\* Supply Engine (Brunswick) and for the inspection of road-way by the Engineer. This is the first Engine that came over the entire road the day it was opened from Weldon to Wilmington. See Gwynn's Report.)

## RECAPITULATION.

10 Passenger Engines,.....	Valued at \$77,500 00
7 Freight Engines,.....	" 40,000 00
1 Gravel Engine,.....	" 2,000 00
1 Yard Engine,.....	" 2,500 00
1 Supply Engine,.....	" 2,500 00
1 Engine for Road Repairs,.....	" 500 00
3 Engines re-building,.....	" 8,500 00
<u>Total,....24</u>	<u>\$133,500 00</u>

Total number of miles run by Passenger Engines,.....	201,593
" " " Freight	95,406
<u>Total,.....</u>	<u>296,999</u>

FRANCIS McMILLAN,

*Master Mechanic.*

S. L. FREMONT,

*Eng. & Sup't.*

## LIST OF OFFICERS AND AGENTS

*Of the Company, with their salaries, on the 30th Sept., 1858.*

	SALARY.
Hon. Wm. S. Ashe, President,	\$2,000 00
TREASURY DEPARTMENT.	
James S. Green, Secretary and Treasurer,	1,500 00
S. D. Wallace, Assistant Secretary and General Ticket Agent,	1,800 00
DEPARTMENT OF TRANSPORTATION AND REPAIRS.	
S. L. Fremont, Chief Engineer and Superintendent,	2,500 00
J. G. Green, Yard Master,	1,000 00
John W. Thompson, Agent of Transportation,	1,500 00
Thos. L. Love, Assistant Agent of Transportation,	600 00
A. D. Love, Acting " " "	500 00
John Campbell, General Agent at Weldon,	1,500 00
Geo. G. Gary, Assistant " " "	600 00
James C. Borden, General Agent at Goldsboro',	600 00
Thomas J. Oates, Assistant " " "	150 00
STATION AGENTS.	
Joel Hines, Marlboro',	Free Riding.
John E. Johnston, Leesburg,	100 00
C. McMillan, Teachey's,	100 00
J. B. B. Monk, Magnolia,	225 00
N. Frederick, Warsaw,	250 00
Daniel Bowden, Bowden's,	100 00
Lewis Hicks, Faison's,	125 00
W. F. Pollock, Mount Olive,	100 00
D. McKinnie, Dudley,	150 00
J. D. Battle, Ticket Agent, Everittsville,	Free Riding.
C. G. Perkins, Pikeville,	100 00
James Hooks, Nahunta,	150 00
John W. Rowe, Black Creek,	100 00
A. D. Farmer, Wilson,	275 00
W. D. Farmer, Joyner's,	100 00
C. C. Bonner, Rocky Mount,	250 00
Thomas L. Maner, Battleboro',	150 00
John A. L. Comann, Enfield,	250 00
G. W. Owens, Halifax,	150 00
REPAIRS.	
John Crone, Road Master,	1,200 00
Francis McMillan, Master Mechanic,	1,200 00
John A. Wright, Master Carpenter Car Shops,	1,000 00
W. H. Flowers, " " Bridges and Trestle Work,	600 00
S. M. Chesnutt, Clerk for Shops,	600 00
LIST OF CONDUCTORS AND ENGINEERS.	
George Morrison, Conductor on Passenger Train,	PER MONTH.
A. J. Hewlett, " " " "	\$ 50 00
J. M. Howell, " " " "	50 00
E. D. Browning, " " " "	50 00
J. W. Carr, " " " "	50 00
J. D. Gardner, " " " "	50 00
Robert Lee, " " Freight " "	50 00
Geo. W. Galloway, " " " "	50 00
D. J. McMillan, " " " "	41 66
T. J. Pickett, " " " "	41 66
William Paul, Engineer Passenger " "	80 00
John White, " " " "	80 00
William Trask, " " " "	80 00
George Tarlton, " " " "	80 00
J. A. Urquhardt, " " " "	80 00
C. H. Rice, " " " "	80 00
J. H. Farley, " " " "	80 00
James Knight, Engineer and Conduc'r Freight " "	100 00
E. T. Love, " " " "	75 00
W. H. Petteway, " " " "	75 00
George T. Curtis, " " " "	75 00
John Hollister, " " " "	75 00
Wm. H. Sleeper, " Gravel " "	75 00
Wm. A. Graham, " Yard Engine, " "	60 00



## A COMPARATIVE STATEMENT

*Of the principal articles of Freight delivered from and received for transportation at Wilmington, for the last five fiscal years.*

Fiscal years.	Bacon Lbs.	Corn bush.	Cotton bales.	Flour bbls.	Rosin bbls.	Spirits Turp. bbls.	Crude Turp. bbls.	Tar bbls.	Wheat bush.
1854	493,763	15,845	2,541	245	85,225	30,422	12,478	6,930	86
1855	521,936	17,378	7,650	2,781	84,541	34,038	17,935	8,397	116
1856	518,738	29,384	7,435	9,584	60,047	30,419	19,905	10,674	57,678
1857	369,046	2,045	8,554	10,622	69,551	28,103	12,875	4,470	59,566
1858	141,810	11,817	8,683	10,800	76,098	28,877	19,712	2,173	80,550

*Comparative Statement of the same articles received at Weldon.*

1854	6,050	628	4,547	25	28,663	1,299	991	4	1,110
1855	5,490	8,429	5,925	2,210	15,723	675	786	310	2,936
1856	8,840	2,534	5,500	5,500	13,383	112	.....	349	9,832
1857	3,836	7,811	4,400	9,616	18,125	174	.....	21	12,045
1858	508,537	730	10,375	3,265	17,541	182	.....	.....	3,745

*Total amount received at Wilmington and Weldon.*

1854	499,812	15,973	7,088	270	113,888	31,712	13,469	6,934	1,196
1855	527,426	25,807	13,575	4,991	100,244	34,713	18,721	8,798	3,052
1856	527,578	31,918	12,935	15,084	73,430	30,531	19,005	11,028	67,510
1857	372,882	9,856	12,954	20,248	87,676	28,277	12,875	4,491	71,611
1858	630,347	12,585	15,766	14,129	93,449	29,068	19,721	2,173	84,741

*Monthly Statement of same received at Wilmington from 1st Oct. '57 to 30th Sept. 1858.*

Oct..	1,830	.....	328	813	11,220	1,197	417	23	1,300
Nov..	3,960	432	677	843	4,760	2,186	1,037	32	2,868
Dec..	3,450	1,366	686	702	3,877	2,646	2,015	.....	8,202
Jan..	11,650	342	922	727	4,079	2,524	164	107	1,823
Feb..	8,970	1,688	2,034	664	4,427	1,943	1,769	81	4,892
Mar..	20,290	.....	1,890	872	7,440	2,073	3,468	539	3,370
April.	41,370	22	384	1,458	8,147	1,737	563	1,047	4,268
May..	18,090	1,190	948	1,343	7,271	2,556	1,012	123	2,378
June..	7,720	76	202	1,024	5,922	3,009	2,495	57	14
July..	3,980	790	83	1,026	6,536	2,539	1,534	3	5,024
Aug..	13,460	2,488	9	621	4,280	3,135	3,400	7	36,915
Sept..	9,040	3,423	520	707	8,139	3,332	1,838	154	9,496
	141,810	11,817	8,683	10,800	76,098	28,877	19,712	2,173	80,550

*Monthly Statement of same received at Weldon from 1st Oct. '57 to 30th Sept. 1858.*

Oct..	34,670	38	519	284	1,143	9	.....	.....	654
Nov..	16,800	8	963	363	1,010	11	.....	9	656
Dec..	14,400	30	278	714	322	36	.....	.....	58
Jan..	44,000	.....	1,451	549	445	2	.....	.....	86
Feb..	26,600	54	1,469	281	2,378	2	.....	.....	48
March	45,600	12	962	202	1,414	13	.....	.....	623
April.	37,600	.....	309	147	2,116	29	.....	.....	300
May..	45,200	12	347	255	723	9	.....	.....	72
June..	46,000	.....	59	237	1,302	28	.....	.....	.....
July..	45,900	.....	70	121	2,340	35	.....	.....	.....
Aug..	51,667	.....	45	17	2,277	.....	.....	.....	664
Sept..	80,100	614	591	159	1,881	17	.....	.....	1,030
	488,537	768	7,083	3,329	17,351	191	9	.....	4,191

## REPORT OF THE AUDITING COMMITTEE.

*To the Stockholders of the W. & W. R. R. Co.:*

*Gentlemen:* We have made a thorough examination of the books and stock account of your Company for the past year, and beg to report that we found all the entries on the Treasurer's books correct, and accompanied by properly authenticated vouchers.

We found a few trifling errors in the footing of the *Way-Bills*, resulting in a difference of \$13, in favor of the Treasurer, which have been properly entered.

We are pleased to be able to report that the *Transportation Accounts* are well kept, and that we found but one, unimportant, error, which has been rectified.

The following statements will show the result of the Company's business for the past year:

### RECEIPTS.

Amount received for through travel,.....	\$136,857 61
"    "    "    way    "    .....	96,529 75
"    "    "    freight,.....	157,832 47
Transportation of mails, rents, &c.,.....	53,055 62
	\$444,275 45

### EXPENDITURES.

Cost of Transportation, including Repairs of Locomotives, Coaches and Cars, and Depot Expenses.....	\$160,729 45
Railroad repairs, including subsistence and clothing, pay of officers and office expenses,.....	87,788 92
Interest and Exchange,.....	61,178 13—\$309,696 50
	\$134,578 95

### LIABILITIES OF THE COMPANY ON THE 1ST OCTOBER, 1858.

Old Bonds, payable in England, at 5 per cent.....	\$222,666 67
Bonds endorsed by the State of North Carolina at 6 per cent.....	250,000 00
New Bonds, payable in England.....	443,555 56
Bills payable,.....	33,141 30
Due on Pay-Rolls,.....	7,654 51
"    "    Negro Bonds, 1844 to 1858, inclusive,.....	40,644 98
"    "    Dividends, Nos. 1 to 13    "    .....	6,827 00
Balance due on 30 shares stock, surrendered to be rode out,.....	224 04
Due to sundry individuals and Corporations.....	16,456 64
	\$1,021,170 70



## CONDITION OF THE COMPANY ON THE 1ST. OCTOBER, 1858.

Liabilities of the Company,.....	\$1,021,170 70
Capital Stock paid in,.....	1,340,213 21
Balance of profits from commencement of operations to present time, after paying interest on debt,.....	808,250 99
	<hr/>
Cost of Construction, Real Estate and re-construction,....	\$2,776,403 89
29 shares Company's stock purchased, and balance due on forfeited stock,.....	3,850 00
Wilmington and Manchester Rail Road stock,.....	100,000 00
Washington and New Orleans Telegraph stock,.....	3,150 00
Bills Receivable,.....	8,495 75
Cost of Ferry Boat, Warehouses, and Passenger Sheds at Weldon and Wilmington, property at Goldsboro', and Bridges over Smith's Creek and N. E. River,.....	78,205 89
Due from Agents,.....	5,224 62
Due from Post Office Department for mail service,.....	12,150 00
Counterfeit and uncurrent money taken,.....	908 54
Cash in London to pay interest,.....	13,161 32
Cash in Bank Cape Fear to be invested in N. C. Bonds,....	1,609 79
Cash in Bank Cape Fear at Raleigh to pay interest,.....	420 05
Cost of 13 negro slaves,.....	15,000 00
Cash in hands of Treasurer,.....	36,175 74
Bonds of State of North Carolina, par value \$104,000,.....	98,962 57
Due from Companies and Individuals,.....	15,916 74—\$3,169,634 90

All of which is very respectfully submitted.

H. BAKER, }  
D. MacRAE, } Committee.

Wilmington, N. C., 10th Nov. 1858.

*Return of Machinery, Tools and Stock on hand in the Machine Shops of the W. & W. R. R. Co., Sept. 30th, 1858 :*

No.	ARTICLES.	Purchased in the year.	Value Sept. 30, 1857.	Present Value.
FINISHING SHOP.				
1	New Stationary Engine,.....	\$1,600 00		\$1,600 00
	And Boiler built in Company's Shops,.....	1,600 00		1,600 00
1	Old Stationary Engine and Boiler for sale,.....		\$600 00	500 00
1	14 feet Lathe,.....		400 00	400 00
1	12 " " ".....		600 00	600 00
1	8 " " geared,.....		300 00	300 00
1	5 " " ".....	50 00		50 00
1	Large Engine Lathe, geared,.....		2,300 00	2,300 00
1	14 feet " " ".....		600 00	600 00
1	10 " " ".....		500 00	500 00
5	Planing Machines,.....		1,500 00	1,600 00
2	Bolt Cutters,.....			
37	Prs. Dies to Bolt Cutters,.....			
94	Taps " " ".....	50 00	120 00	170 00
8	Holders " " ".....			
8	Nut Blocks " " ".....			
1	Drill Press,.....			
11	" " for " " ".....		420 00	420 00
1	New Drill Press,.....			
31	Drills for " " ".....		150 00	150 00
3	Drill Sockets,.....			
1	Wheel Press,.....		360 00	360 00
3	Grindstones,.....	50 00		50 00
13	Vises,.....		260 00	260 00
12	Screw Wrenches,.....		24 00	24 00
7	Hammers,.....		7 00	7 00
8	Oil Cans,.....		2 00	2 00
21	Flat Chisels,.....		10 50	10 50
29	Cape " " ".....		14 50	14 50
11	Scribers,.....		3 75	3 75
8	Centre Punches,.....		2 00	2 00
3	Wrenches Braces,.....		24 00	24 00
13	Drills for " " ".....			
1	Clamp Wrenchet,.....		50 00	50 00
17	Drills to " " ".....			
3	Die Stocks,.....		50 00	50 00
17	Prs. Dies to Stocks,.....			
3	" " " small Stocks,.....			
69	Taps for Shop,.....			
6	Tap Wrenches,.....			
2	Screw Plates,.....		3 00	3 00
5	Hand Hole Taps,.....		5 00	5 00
35	Reamers,.....		50 00	50 00
10	Numbers,.....		10 00	10 00
38	Letters,.....			
2	Sledges,.....		3 00	3 00
FOUNDRY.				
1	Large Cupola,.....		100 00	100 00
1	Small " " ".....		25 00	25 00
1	Brass Furnace,.....		40 00	40 00
3	Shovels,.....		3 00	3 00
3	Brushes,.....		1 50	1 50
6	Riddles, (good order,).....		6 00	6 00
3	" " (bad " " ).....		1 50	1 50
6	Rammers,.....		6 00	6 00
4	Ladles,.....		8 00	8 00
1	Hammer,.....		1 00	1 00
1	Core Bench,.....		2 00	2 00
1	" " Oven,.....		25 00	25 00
	Carried forward,.....	\$3,350 00	\$8,587 75	\$11,937 75



## RETURN—CONTINUED.

No.	ARTICLES.	Purchased in the year.	Value Sept. 30th, 1857.	Present Value.
	<i>Brought forward,</i>	\$3,350 00	\$8,587 75	\$11,937 75
1	Core Mill.....		10 00	10 00
1	Wheel Barrow.....		2 50	2 50
2	Prs. Tongs.....		2 00	2 00
1	Crucible.....		2 00	2 00
1	Pr. Ballances.....		2 00	2 00
1	Crane, Fall and Tackle.....		80 00	80 00
1	Ladder.....		50	50
2	Cupboards.....	2 00	5 00	7 00
2	Slings.....		1 50	1 50
65	Good Flasks.....		3 75	3 75
3	Skimmers.....		1 50	1 50
	<b>BLACKSMITH SHOP.</b>			
1	Fan.....		100 00	100 00
3	Cast Iron Forges.....	40 00		120 00
2	No. 1 Anvils.....		20 00	20 00
5	Common ".....		50 00	50 00
12	Sledge Hammers.....	2 00	10 00	12 00
7	Hand ".....		7 00	7 00
50	Prs. Tongs.....		75 00	75 00
45	Swages, $\frac{1}{2}$ in. to 6 in.....		50 00	50 00
30	Fullers and Flatters.....		50 00	50 00
23	Casteel Chisels.....		23 00	23 00
18	" Mandrils.....		12 00	12 00
26	Heading Tools, $\frac{1}{4}$ to 2 in.....		26 00	26 00
1	Trip Hammer.....	375 00		375 00
	<b>RAILMENDING SHOP.</b>			
2	Cast Iron Furnaces.....	360 00	360 00	720 00
2	Swage Blocks.....			
5	Casteel Chisels.....		5 00	5 00
20	Swages.....		25 00	25 00
4	Sledge Hammers.....		6 00	6 00
	<b>COPPERSMITH SHOP.</b>			
1	Large Bellows.....		10 00	10 00
1	Forge.....		10 00	10 00
4	Ladles.....		75	1 00
6	Mandrils.....	1 50		1 50
1	Pr. Soldering Irons.....		1 00	1 00
1	Solder Mould.....		50	50
5	Prs. Roofing Tongs.....	5 00		5 00
5	" Gas.....	5 00		5 00
22	Stakes.....	30 00	10 00	40 00
4	Prs. Shears.....		5 00	5 00
1	Screw Wrench.....		1 00	1 00
1	Hammer.....		1 00	1 00
1	Saw.....	1 00		1 00
3	Mallets.....	60		60
6	Cold Chisels.....	3 00		3 00
4	Files.....	1 50	50	2 00
2	Rasps.....	1 00		1 00
1	Scraper.....	10		10
3	Corking Tools.....	75		75
2	Grooving Machines.....	10 00	10 00	20 00
2	Beading ".....	15 00	15 00	30 00
2	Folding ".....	18 00	18 00	36 00
1	Rolling ".....	20 00		20 00
2	Setting down ".....	9 00	10 00	19 00
2	Small Burr ".....	10 00		10 00
1	Thin Edge, ".....	2 50		2 50
2	Thick ".....	2 50	2 50	5 00
1	Wiring ".....	2 50		2 50
1	Gutting ".....	1 50		1 50
	<i>Carried forward,</i>	\$4,269 45	\$9,612 75	\$13,962 45

## RETURN—CONTINUED.

No.	ARTICLES.	Purchased in the year.	Value Sept. 30, 1857.	Present Value.
	<i>Brought forward,</i>	\$4,269 45	\$9,612 75	\$13,962 45
	COPPERSMITH SHOP—(Continued.)			
1	Swaging Machine,.....	5 00		5 00
2	Double Seamers for Roofing,.....	10 00	10 00	20 00
1	Former,.....	2 50		2 50
1	Pr. Hand Bellows,.....	1 00		1 00
	BOILER SHOP.			
1	Pr. Boiler Maker's Shears,.....		50 00	50 00
2	Punching Machines,.....	10 00	50 00	60 00
1	Screw Punch,.....		5 00	5 00
3	Prs. Bellows,.....	25 00		25 00
2	Anvils,.....		20 00	20 00
1	Pr. Clamps,.....	5 00		5 00
i	" Rollers,.....		15 00	15 00
3	Sets Corking Tools,.....	1 20	1 80	3 00
3	Riveting Hammers,.....		3 00	3 00
3	Forge ".....		3 00	3 00
5	Chipping ".....		5 00	5 00
2	Screw Wrenches,.....		2 00	2 00
4	Reamers,.....		2 00	2 00
3	Sledge Hammers,.....		4 50	4 50
1	Rivet Machine,.....		6 00	6 00
36	Prs. Tongs,.....		18 00	18 00
4	Cold Chisels,.....		2 00	2 00
4	Blacksmith Punches,.....		2 00	2 00
3	Flatters,.....		3 00	3 00
6	Swages,.....		6 00	6 00
	CAR SHOP.			
1	Stationary Engine,.....		600 00	600 00
1	Tenon Machine,.....		90 00	90 00
1	Dubbing ".....		450 00	450 00
1	Circular Saw,.....		30 00	30 00
1	Gig ".....		25 00	25 00
	PAINT SHOP.			
8	Paint Brushes,.....			9 60
4	" ".....			3 00
2	Varnish ".....			1 20
2	" Tools,.....		1 00	1 00
1	Hammer,.....		50	50
3	Oil Varnish Brushes,.....		1 50	1 50
40	Paint Pots,.....		4 80	4 80
2	" Mills,.....		12 00	8 00
2	" Stones,.....		12 00	12 00
3	Putty Knives,.....		37	37
1	Large Iron Pot,.....		1 50	1 50
6	30 Gallon Tin Cans,.....		30 00	30 00
5	5 " ".....	1 00	4 00	5 00
18	1 " " ".....	4 50		4 50
6	Water Buckets,.....	1 50		1 50
	Total,.....	\$4,336 15	\$11,083 72	\$15,509 92



## RETURN—CONTINUED.

*Materials on hand for Machine, Boiler, Blacksmith, Coppersmith  
Shops and Foundry.*

No.	ARTICLES.	Purchased in the year.	Value Sept. 30th, 1857.	Present Value.
FINISHING SHOP.				
405,000	Lbs. Assorted Iron,.....		1,000 00	2,025 00
11,000	" New Tires,.....	1,000 00		1,000 00
200	" Block Tin,.....	40 00		40 00
50	" Antimony,.....	40 00		40 00
20,000	" New Castings,.....	800 00		800 00
600	" " Brass,.....	240 00		240 00
5½	Bales Packing Yarn,.....	33 00		33 00
COPPER SHOP.				
5	Lbs. Solder,.....	1 25		1 25
100	" Copper,.....	25 00		25 00
2	Sheets No. 1 Copper,.....	10 00		10 00
25	Lbs. Lead,.....	2 50		2 50
BLACKSMITH SHOP.				
500	Bushels Bituminous Coal,.....	100 00		100 00
1	Ton Red Ash ".....	5 00		5 00
2,500	Lbs. Iron,.....	75 00		75 00
BOILER SHOP.				
4	Plates No. 3 Iron,.....	350 00		350 00
8	" " 7 ".....			
17	" " 10 ".....			
17	" " 16 ".....			
CAR SHOP.				
6,000	Feet Oak Lumber,.....	1,200 00		1,200 00
5,000	" Poplar " refused,.....	900 00		900 00
6,000	" White Pine ".....	3,000 00		3,000 00
5,000	" Yellow " ".....	800 00		800 00
13,000	" Ash ".....	2,600 00		2,600 00
150	" White Pine,.....	75 00		75 00
3	Papers Brads,.....	18		18
½	Side Belt Lacing,.....	75		75
1	Quart Alcohol,.....	10		10
1	Side Sole Leather,.....	5 13		5 13
PAINT SHOP.				
10	Gallons Linseed Oil,.....	7 00		7 00
50	" White Lead, in oil,.....	4 00		4 00
236	Lbs. Dry ".....	232 40		232 40
42	" Chrome Green,.....	8 40		8 40
53	" India Red,.....	32 86		32 86
22	" Burnt Seanie,.....	8 25		8 25
20	" Rotten Stone,.....	1 20		1 20
28	" Rose Pink,.....	14 00		14 00
17	" Chrome Yellow,.....	3 00		3 00
19	" Chinese Blue,.....	21 28		21 28
23½	" Vermillion Red,.....	6 00		6 00
1½	" Brandon Yellow,.....	6		6
1	" Lampblack,.....	20		20
1	" Whiting,.....	5		5
20	" Pumice Stone, (Pul.).....			
3½	" Sugar of Lead,.....	40		40
30	" Black ".....	2 40		2 40
2	" Gum Shellac,.....	75		75
10	Packages Dutch Metal,.....	5 00		5 00
15	Books Gold Leaf,.....	90 00		90 00
40	Galls. No. 1 Coach Varnish,.....	120 00		120 00
17	" No. 2 ".....	34 00		34 00
32	" Furniture ".....	96 00		96 00
7	" Japan ".....	7 00		7 00
8	" Imperial ".....	16 00		16 00
		\$12,013 16	\$1,000 00	\$14,028 16

REPORT—CONCLUDED.  
RECAPITULATION.

Total value of Tools in 1858,.....	\$15,509 92
“ “ “ “ “ 1857,.....	11,605 22
Increased value during the year,.....	\$3,904 70
Total value of materials on hand 30th Sep., 1858,.....	\$14,028 16
“ “ “ “ “ “ “ “ 1857,.....	16,411 30

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RETURN OF COACHES AND CARS

*On the Wilmington and Weldon Rail Road, Sept. 30th, 1858.*

9 Coaches in excellent order,.....	\$17,600 00
2 “ “ fair “ .....	3,000 00
2 in Shops undergoing repairs,.....	3,600 00
5 Conductors Cars,.....	3,000 00
7 Second Class Cars,.....	6,900 00
3 Beggage and Mail Cars,.....	3,000 00
4 Baggage Cars,.....	2,200 00
50 Box Freight Cars in good order,.....	30,000 00
70 Flat Cars,.....	20,000 00
20 Gravel Cars in good order,.....	6,500 00
5 Old Cars,.....	250 00
Total value of Coaches and Cars,.....	\$96,050 00



REPORT OF THE  
COMMISSIONER OF THE  
LAND OFFICE

Total value of land in the State	1,000,000 00
Land in the hands of the State	1,000,000 00
Land in the hands of private parties	1,000,000 00
Total value of land in the State	1,000,000 00

RETURN OF COACHES AND CARS

On the Wilmington and Hudson Rail Road, Sept. 30th, 1853.

1. Coaches in excellent order	1,000 00
2. Coaches in fair order	500 00
3. Coaches in poor order	500 00
4. Coaches in bad order	500 00
5. Coaches in very bad order	500 00
6. Coaches in ruin	500 00
7. Coaches in other orders	500 00
8. Coaches in other orders	500 00
9. Coaches in other orders	500 00
10. Coaches in other orders	500 00
11. Coaches in other orders	500 00
12. Coaches in other orders	500 00
13. Coaches in other orders	500 00
14. Coaches in other orders	500 00
15. Coaches in other orders	500 00
16. Coaches in other orders	500 00
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18. Coaches in other orders	500 00
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90. Coaches in other orders	500 00
91. Coaches in other orders	500 00
92. Coaches in other orders	500 00
93. Coaches in other orders	500 00
94. Coaches in other orders	500 00
95. Coaches in other orders	500 00
96. Coaches in other orders	500 00
97. Coaches in other orders	500 00
98. Coaches in other orders	500 00
99. Coaches in other orders	500 00
100. Coaches in other orders	500 00
Total value of Coaches and Cars	1,000,000 00

Photomount  
Pamphlet  
Binder  
Gaylord Bros.  
Makers  
Syracuse, N. Y.  
PAT. JAN 21, 1908

UNIVERSITY OF N.C. AT CHAPEL HILL



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